

City of **LYNWOOD**

GENERAL PLAN



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Lynwood General Plan

August, 1990

**City of Lynwood
11330 Bullis Road
Lynwood, California 90262**

**Recommended by:
Lynwood Planning Commission
June 12, 1990
per Resolution 2340**

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The Purpose of the General Plan

City of Lynwood

THE PURPOSE OF THE GENERAL PLAN

The Lynwood General Plan is the official blueprint for long-range physical planning of the city. The General Plan contains stated community goals, policies, and implementation measures designed to shape the long-term development of Lynwood's environmental, social, and economic resources. Public and private decision makers use the Plan to identify and respond to the community's stated needs and desires.

California State law requires every city and county to prepare and adopt a comprehensive general plan to document and guide its decisions concerning the community's future. The plan must consist of an integrated and internally consistent set of comprehensive goals, policies, and implementation issues addressing seven issue areas: land use, circulation, housing, noise, safety, conservation, and open space. Also, the plan may address other issues of concern to the community. State law permits the required issue areas, or elements, to be combined with each other and with any optional elements as long as the content requirements of the individual seven mandatory elements are met. In response to continuing concerns of citizens and government officials, the State has recently expanded the requirements for discussions of housing to include the community's policies on manufactured housing and the need for housing the homeless.

The Lynwood General Plan contains eight elements that meet State requirements for the seven mandatory issue areas. These elements are: Land Use, Economic Development, Housing, Circulation, Community Design, Open Space and Conservation, Noise, and

Safety. For the purposes of this General Plan document, when capitalized, "General Plan" and "Element" refer specifically to the Lynwood document and process, while the uncapitalized words refer to the generic definitions under State law.

Although many general plans focus on land use planning issues, the other required issue areas also benefit from long-range planning. In the Lynwood General Plan, all eight Elements thoroughly address planning issues and the interrelationships between them. Throughout the document, the relationship of the other Elements to the Land Use Element is constantly examined. Often, the reader is referred to other sections of the Plan for more detailed information. This structure ensures compliance with State law regarding general plan consistency. Moreover, it establishes a comprehensive, integrated document that can improve the coordination among the various City departments, jurisdictional agencies, and service providers for Lynwood. In short, this General Plan is not intended only to be read; it is meant to be used.

The general plan must be an internally consistent document that provides a comprehensive data base and set of projections for all plan elements. Therefore, it can be anticipated that the plan will require periodic review and possible amendment to ensure that the information presented is timely and relevant.

Planning case law has placed the general plan atop the hierarchy of local government law for regulating land use. Consequently, law mandates consistency

between the general plan and all other land use plans. Zoning ordinances, specific plans, redevelopment plans, and individual project plan proposals must all be consistent with the general plan's goals, policies, and standards. As well, all capital improvements and public works projects must be consistent with the general plan.

The public plays an important role in both the preparation and implementation phases of the general plan process. Because the general plan by law is intended to reflect the overall community's goals and objectives, citizens must be involved with issues identification, goal setting, and policy formulation. In fact, State law specifies that various civic, professional, and other organizations, as well as individual citizens, should be consulted during plan preparation. Additional public involvement is encouraged through the public hearing process.

For this Lynwood General Plan, public meetings generated vital and insightful information. Two groups - the General Plan Technical Advisory Committee and the Citizen Advisory Committee (CAC) - were organized specifically for this General Plan program. Other active participants included the Planning Commission, City Council, numerous City officials and employees, various institutional representatives, and community residents.

For ease of understanding throughout the General Plan document, "the city" refers to Lynwood and its residents overall, while "the City" capitalized refers to Lynwood's municipal government and its departments.

Land Use Element

City of Lynwood

1. LAND USE ELEMENT

1.1.0 INTRODUCTION

1.1.1 State Requirements

The land use element has the broadest scope of any of the mandated general plan elements. Government Code Section 65302(a) describes the required components of this element. The element designates the distribution, location, and extent of the various land uses considered in the general plan. State law requires a land use diagram as a general guide to land use distribution.

The land use element must also contain standards for population density and building intensity for those areas governed by the general plan, including for each land use designation. In addition, the land use element must identify areas subject to flooding.

Through text, tables, and maps, the land use element establishes a pattern of land use and clearly identifies the standards noted above. The General Plan Law and Guidelines indicate that the land use element should:

- "Promote a balanced and functional mix of land uses consistent with community values;

- Guide public and private investments;

- Reflect the opportunities and constraints affecting land use identified in the other elements of the general plan; and

Reduce the loss of life, injuries, damage to property, and economic and social dislocation resulting from flooding."

Although all general plan elements are to be considered as equally important, the land use element is often perceived as the most representative of the overall general plan. The City of Lynwood Land Use Element (when capitalized, "Element" and "General Plan" refer specifically to Lynwood) serves as the framework for the goals, policies, and standards discussed in the other elements.

Land use policy and the land use map are consistent with the other General Plan elements. The Housing Element goals, policies, and programs reflect the land use policies as they relate to housing. The Circulation Element recognizes implications of land use policy on traffic and must establish relevant goals, policies, standards, and implementation measures that address both existing and potential deficiencies. The Safety Element identifies hazards that could affect both existing and future development; the Land Use Element recognizes these potential constraints when proposing land use policy. At times, the text of the Land Use Element condenses information contained in other General Plan elements; the specific element referred to will contain comprehensive information.

The primary implementation mechanism for the land use element is the zoning ordinance. For this reason, it is imperative that the zoning code and map be consistent with the land use element and map

on a parcel-specific level. State law clearly recognizes the inseparable relationship between the zoning map and the general plan land use policy and map by requiring consistency between them (Section 65860 of the Government Code). However, it is not necessary that there be an equal number of general plan land use designations and zoning classifications; in some cases, more than one zone will be consistent with a particular general plan designation. If a zoning ordinance becomes inconsistent with a general plan due to a general plan amendment, the zoning ordinance must be amended as well within a "reasonable time" to ensure consistency.

1.1.2 Existing Land Use

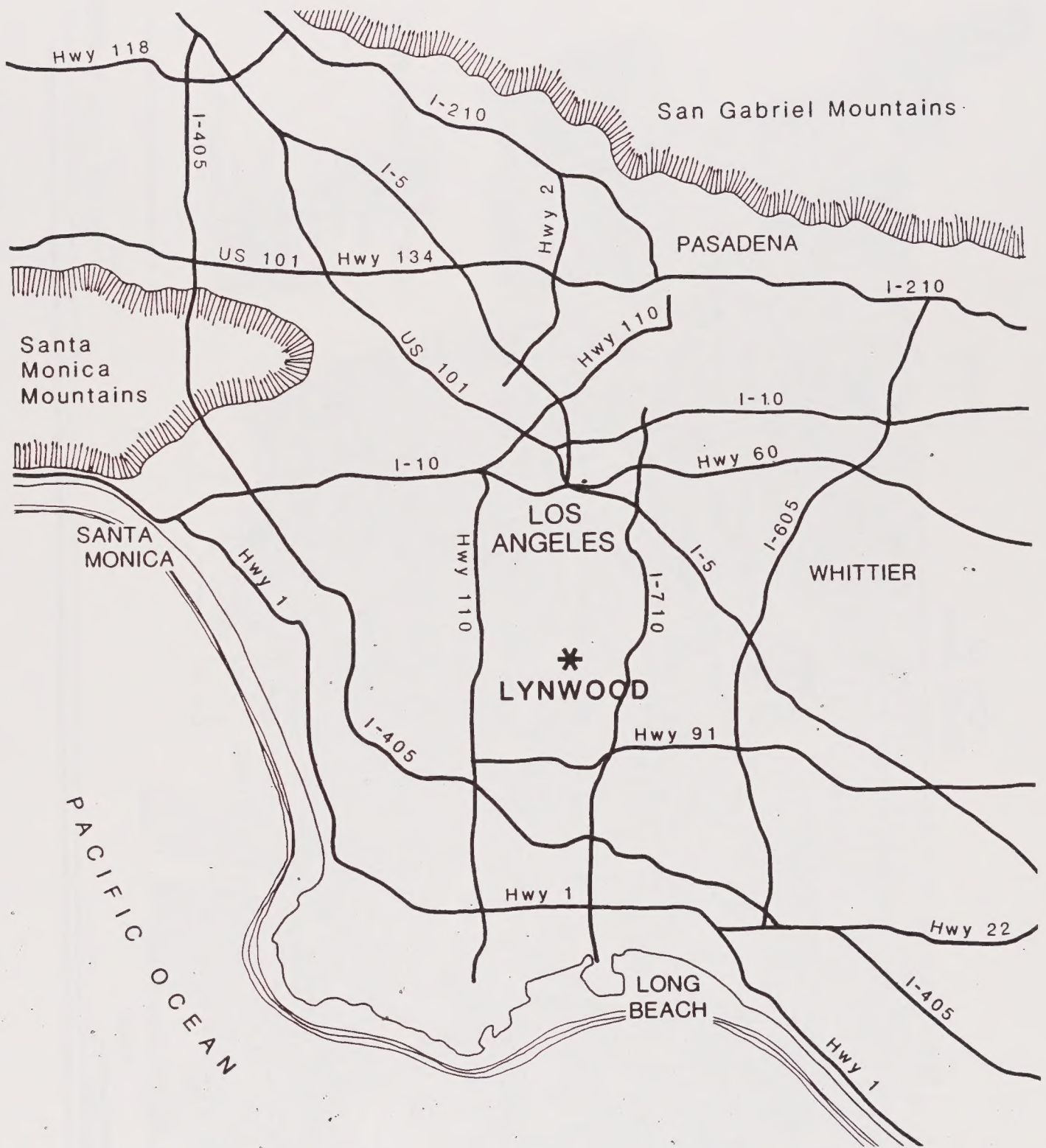
What is now the City of Lynwood was once part of the rancho of Don Antonio Maria Lugo. No recorded historical events occurred on the rancho, and by the turn of the century, the land was covered almost exclusively with barley. In 1896, the Lynwood Dairy (named after the owner's wife) was established, and within a few years a dirt road ran north-south along what is now Long Beach Boulevard. The Pacific Electric Santa Ana Line picked up milk at the dairy. In 1913, real estate subdividers foresaw the advantages of a rail line in the area and developed "suburban" home sites. Slow, steady growth resulted in the city's incorporation on July 16, 1921. By 1970, the city's population was approximately 43,000. As of January 1989, it was almost 54,000. The population rise has resulted primarily from an increase in household size, from 2.78 persons per household in 1970 to 3.73 in 1980. Since the 1970s, construction of the Century Freeway has resulted in the demolition of over 1,000 dwelling units.

Lynwood is an inland city approximately 10 miles south of downtown Los Angeles and 13 miles east of the Pacific Ocean. The entire Southern California region is accessible due to Lynwood's location between two existing interstate freeways: the Long Beach (I-710) on the city's eastern edge, and the Harbor (I-110) approximately three miles west of the City limits. The Century Freeway (I-105), expected completion date 1993, will run east-west through central Lynwood, connect the Long Beach and Harbor freeways, and extend to the Los Angeles International Airport.

Figure LU-1 locates Lynwood within its regional context, and Figure LU-2 shows the city, its street and identifying landmarks.

An inventory of existing land use in Lynwood was prepared in June 1989, based on aerial photographs, land use maps, and field surveys. Existing land uses are depicted in Figure LU-3 with data tabulated in Table LU-1. It must be pointed out that existing land use on any parcel often does not match its general plan and zoning classifications. This is because general plan policy identifies the City's preferred use for that property; the City can require a current property owner to create the preferred land use only after a specified length of time and under a set of conditions as detailed in the City Code. A property that legally does not match its general plan designation is referred to as a "legal nonconforming use."

Lynwood totals 3,126 acres, or approximately five square miles. It is primarily a residential community with single-family houses comprising about one-fourth of the city's land area. Multi-family residences and mobile homes make-up approximately



  North 0 3 6 scale in miles

Figure LU-1
Regional Vicinity Map

City of
South Gate

City of Downey

City of Paramount

City of Compton

City of
Los Angeles

County of
Los Angeles

SOURCE: City of Lynwood, Cotton/Beland/Associates



North

0

2400

scale in feet

Figure LU-2
City Map

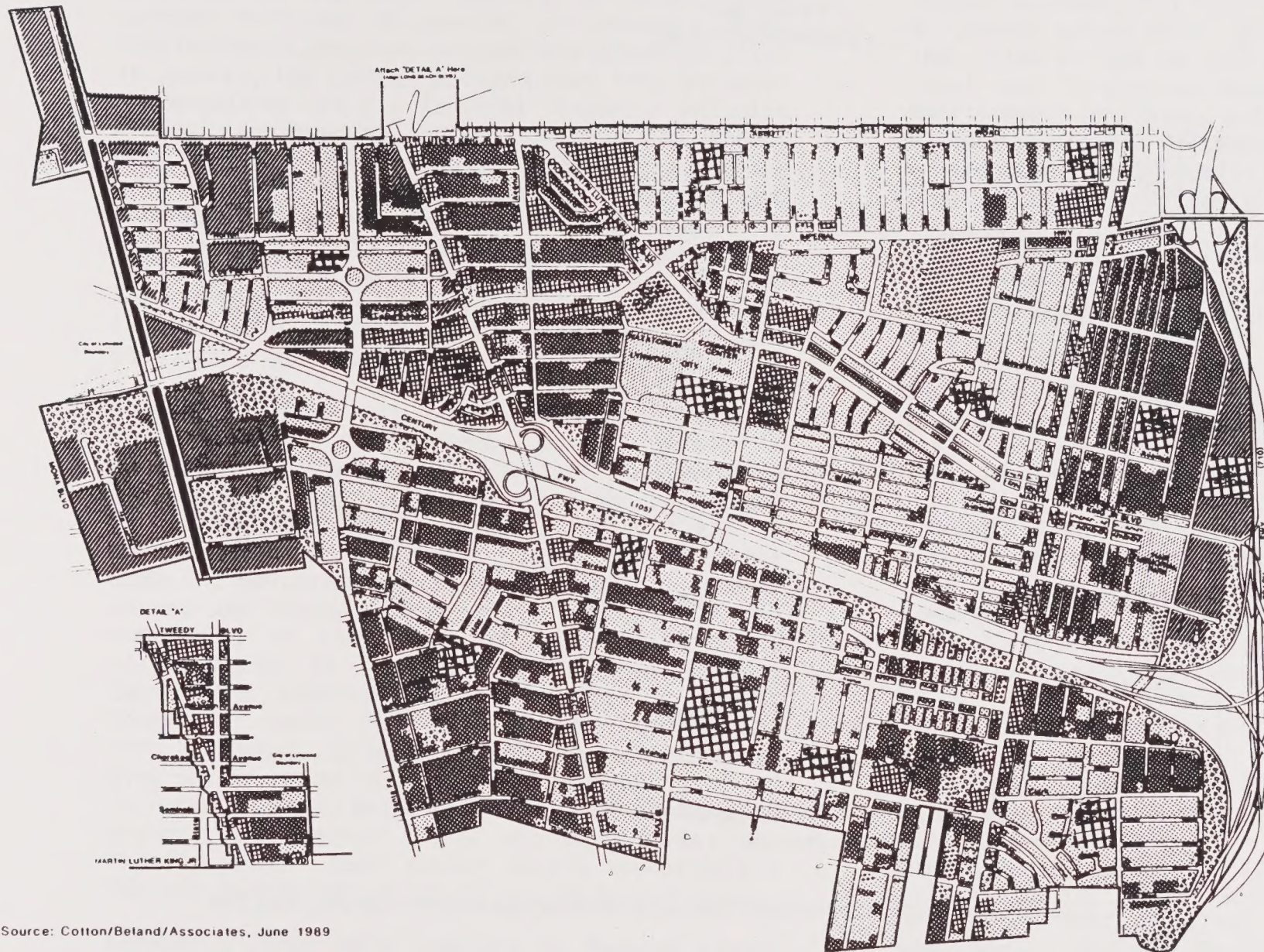


Figure LU-3
Existing Land Use
(June 1989)

Source: Cotton/Beland/Associates, June 1989

0 1650
↑ North
scale in feet

**TABLE LU-1
EXISTING LAND USE**

LAND USE	ACRES	PERCENT OF- CITY
Single-Family Residential	750	24%
Multi-Family Residential	525	17%
Mobile Homes	3	< 1%
Retail/Commercial	200	6%
Industrial	220	7%
Schools	93	3%
Government (1)	11	< 1%
Parks	46	1%
Institutional (2)	50	2
Streets/Highways (3)	1,040	33%
Railroad	18	< 1%
Vacant (4)	170	5%
TOTAL	3,126	100%

(1) Civic Center and fire stations

(2) St. Francis Medical Center, Adventist School, and churches

(3) Includes area cleared for Century Freeway

(4) Includes abandoned buildings

Source: Cotton/Beland/Associates aerial photo analysis, field survey, and computer digitizing, June 1989.

18 percent of the city. Overall, residential uses account for over 40 percent of Lynwood's land. Single-family areas are located throughout the city; in general, the farther one gets away from the major thoroughfares (e.g., Imperial Highway, Atlantic Avenue, Long Beach Boulevard), the more homogeneous are the single-family areas. Apartment buildings often act as transitions between commercial and single-family areas. The northeast part of the city displays a visually disorganized array of small-scale apartments and cottage-like dwellings on deep lots. Figure LU-1 clearly identifies the above-mentioned land use relationship as they existed in June 1989, when the land use survey was conducted.

Commercial uses, such as stores and restaurants, comprise about six percent, or 200 acres, of Lynwood's land area. The longest uninterrupted stretches of commercial uses are along Long Beach Boulevard and Atlantic Avenue. Other areas of commercial activity occur on parts of Martin Luther King Jr. Boulevard and Imperial Highway. Several vacant and abandoned commercial lots disrupt the continuity of the commercial corridors and add visual blight to the area. On Imperial Highway beside the Adventist School complex, a sizable commercial center (including a Giant supermarket) sits abandoned. Lynwood's newest multi-store shopping center, Towne Center, opened in August 1988 and is located on Long Beach Boulevard south of Imperial Highway; its anchor stores are Boys Market and Thrifty Drug. Towne Center totals approximately 100,000 square feet of retail and restaurant space.

Lynwood's large-scale industry is located almost exclusively near the Alameda Street/Southern Pacific Railroad corridor in the city's western area, and along the Long Beach Freeway on the eastern edge.

Industrial uses total 7 percent, or about 220 acres, of Lynwood's land area. Some of the city's largest industries include Earle M. Jorgensen Company (tool steel and forgings), Westech Gear Corporation, Martin Metal Finishing, and Universal Molding. The Alameda Street area presents a disparate combination of industry, single-family houses, and vacant land bisected by Century Freeway construction.

Parks and schools are located throughout the city. The two major parks are Lynwood Park (32 acres), centrally located near City Hall, and Ham Park (10 acres) in the eastern part of the city. Although the schools provide playgrounds for students during the school day, these grounds are not open to the general public due to ongoing vandalism. Excluding school playgrounds, Lynwood has approximately 46 acres of public open space.

Freeways (existing and under construction) and streets account for a substantial portion of any city's land area, usually about 20 percent. Lynwood, however, has an unusually high total of over 30 percent due mainly to Century Freeway construction, the several main arteries that traverse the city (i.e., Imperial Highway, Long Beach Boulevard, Atlantic Avenue, Martin Luther King Jr. Boulevard, and Alameda Street), short blocks, and many alleys. The city has approximately 100 miles of paved surface streets.

Vacant parcels along the commercial corridors are evident, as are larger vacant areas in the western industrial area, including 19 acres earmarked for the County's Regional Justice Center (i.e., detention center and Sheriff's station). The Giant supermarket site on Imperial Highway is currently occupied with temporary school district trailers.

Much of the city's vacant land is adjacent to Century Freeway construction. Some of this freeway-related land may become available after construction. Overall, Lynwood has about 170 acres of vacant land.

1.1.3 Issues Identification

Lynwood is conveniently located within the extensive Southern California transportation network; the region's beaches, mountains, and cultural advantages are easily accessible. For residents, the freeways allow for a relatively convenient work commute across a wide area of Los Angeles County. However, the city has not experienced the rapid growth in residential development that has characterized many Southern California cities over the past 20 years. With development beginning in the 1910s, Lynwood was almost completely built-out by the early 1960s. Over 60 percent of the city's housing units were built in the 1940s and 1950s.

The following issues are the primary focus of the General Plan's land use goals and policies. These issues interact with and compound each other to form a complex picture of Lynwood. Even though the issues can be listed as below, it must be kept constantly in mind that none of them exists alone. Any action taken on one issue will necessarily affect the others to varying degrees.

Century Freeway Construction and Housing Demolitions

Since the 1970s, construction of the Century Freeway (I-105, expected completion 1993) east-west through the city's center has resulted in the demolition of over 1,000 dwelling units - mostly single-family houses - and the splitting of the city into physically separate and often disconnected halves. Citywide, the number of single-family houses has

declined from about 10,800 in 1970 to 9,000 in 1989. Since 1970, about 570 multi-family units have been added to the city's total housing stock. The end result is that the total number of dwelling units in Lynwood has declined over the past 20 years. In 1970, there were approximately 15,800 units; in 1989, there were about 14,600. The Housing Element provides a comprehensive discussion of these relationships over time. The Circulation Element discusses the street system and traffic impacts of the freeway on the city.

Some of the land cleared for the Century Freeway may become excess available for new development. As construction nears completion, the city will gain a more definite picture of what, if any, land will be left available. Any such areas, because of their proximity to the freeway and possibly unusual configurations, will probably not be appropriate for residential development. However, creative, practical, and desirable solutions can result in usable public open space, pocket parks, or other beneficial opportunities.

Vacant Land

Lynwood has a few sizable vacant areas, as shown in the Existing Land Use figure. One of these, between Alameda Street and Mona Boulevard, has been earmarked for the Los Angeles County Regional Justice Center, which is to include a 1,000-inmate detention center, a Sheriff's station, and court-related facilities. Another is the abandoned Giant supermarket noted previously; the Lynwood Unified School District intends to build high school facilities on the site. Most of the remaining vacant land is adjacent to industrial uses or freeway construction. Scattered vacant parcels interrupt the commercial

activities along Long Beach Boulevard and Atlantic Avenue. The Housing Element discusses the potential for residential uses on vacant land.

Commercial and Retail Opportunities

The locally oriented Towne Center shopping complex opened in October 1988. Lynwood, however, has not been able to generate enough retail sales to support a regional shopping center. In fact, many commercial properties currently lie abandoned or vacant. In an analysis of sales tax per capita in Los Angeles County in 1987, Lynwood ranked 50th out of 51 cities, next to last, with an average \$15 sales tax per person. Neighboring cities fared as follows: Downey - 9th place (\$83); Paramount - 38th place (\$37); South Gate - 40th place (\$35); and Compton - 48th place (\$19). This data implies the following conclusions: 1) City residents are not shopping much in Lynwood; 2) Residents from nearby areas are not coming into Lynwood to shop; 3) Shopping opportunities in Lynwood are limited; and 4) The City is not collecting much sales tax money to fund public improvements.

Of course, a crucial intervening variable in the above data is household income. According to the 1980 Census, the per capita income (rounded to the nearest \$100) in Los Angeles County was \$8,300 while the following cities' were as follows: Downey - \$9,300; Paramount - \$5,300; South Gate - \$5,700; Compton - \$4,400; and Lynwood - \$4,900. These numbers support what is already evident: Lynwood and much of the surrounding area are comprised of relatively low-income households whose budgets are limited basically to the necessities of life. The Economic Development Element analyzes these and related issues in detail.

Land Use Incompatibility

Except for Towne Center, Lynwood has not experienced large-scale, new commercial or residential development recently. There are, however, existing issues and potential concerns related to land use incompatibility. For example, small-scale multi-family development has occurred on individual parcels, resulting in individual buildings whose scale and design are unrelated to their neighbors. This is often the case in stable areas where new construction has remained at a minimum over many years. Although Lynwood has not been overcome by this situation, a ride through the neighborhoods will identify several examples, especially of duplexes and backyard units within single-family residential areas.

Also, the northwest section of the city presents an incongruous arrangement of industrial, single-family residential, and vacant land. Single-family houses adjacent to industries are often subject to more noises, odors, air pollution, and the potential for hazardous materials accidents than are more homogeneous neighborhoods. The city's eastern area near the Long Beach Freeway is also subject to land use incompatibility, with Vista High School amid industrial uses and multi-family dwellings directly across the street. Many of the multi-unit dwellings in this northeast section are in poor physical condition.

As mentioned above, Century Freeway construction is disrupting the internal physical and circulation continuity of Lynwood. The creation of a new major freeway through a well-established, densely built community can result in land use incompatibilities of residences too close to the freeway to avoid its accompanying noise, odors, and air pollution. At

the same time, the freeway can create opportunities for new commercial and light industrial uses. The Community Design Element analyzes the physical and visual environment of Lynwood.

Housing Conditions

Most of Lynwood's houses and apartment buildings are in sound structural condition and well-maintained. However, noticeable exceptions exist. A ride through the city will reveal many examples of physical deterioration and lack of maintenance. Contributing factors include absentee ownership, scattered vacant sites, and expanding pockets of blight. Many of the city's economically disadvantaged cannot afford the maintenance costs of their homes, and many apartment building owners do not invest in maintenance and repair. Aggravating the decay in housing conditions is the lack of new housing development. Since 1980, the city's single-family housing total has declined by approximately 70 houses; the multi-family total has risen slightly by about 140 units.

Two sections of Lynwood display a marked deterioration in housing conditions: the multi-family area near Lindbergh School, and the multi-family area south of Imperial Highway near the Long Beach Freeway.

Crime and Fear of Crime

Lynwood residents are subject to the crime activity usually associated with an economically depressed area. As well, the residents' expectation of criminal activity inhibits their use and enjoyment of the community. If a person even thinks he might encounter trouble at the park, he may not go there at all. In fact, the Lynwood Unified School District

does not open the school playgrounds to anyone after school hours and on weekends; the grounds are fence gated, and patrolled. This action has resulted from continual graffiti and vandalism attacks. Unless crime is curbed and the citizens feel safe, Lynwood parks and open spaces will cease to be useful "public" land.

Redevelopment

The City of Lynwood Redevelopment Agency has designated two redevelopment areas. Project Area "A," and its extension as Project Area "A" Amendment, comprises almost all of the city's commercial/retail and semi-public uses, including the following streets: Long Beach Boulevard, Imperial Highway, Martin Luther King Jr. Boulevard, and Atlantic Avenue. Area "A" also includes the Civic Center, Lynwood Park, and the northwest and east industrial areas. The Alameda Project Area includes the industrial and vacant land south of Imperial Highway along Alameda Street. In effect, practically all of Lynwood's nonresidential land, excluding school district property, is part of a redevelopment area.

State law requires that other land use plans, such as redevelopment area plans, be consistent with the general plan. For this Lynwood General Plan update, changes to the City's land use policy have been coordinated with the existing redevelopment plans in order to prepare for expected future land uses.

Specific Plans

Specific plans are site-specific documents that indicate in detail how an area is expected to develop. Specific plans are intended to help ensure compatible and coordinated development. Since they must be consistent with the general plan, specific

plans become detailed extensions of the general plan. Although they cannot guarantee the successful development of an area, specific plans are evidence to developers that the City has carefully analyzed a site's potential and is committed to a long-range plan for its growth. Because they include design guidelines and site plans, specific plans can stimulate innovative land use concepts and creative housing designs.

As of the beginning of 1990, Lynwood did not include any specific plan areas. As a catalyst for new development, the Redevelopment Agency can play a vital role in formulating and implementing specific plans.

1.1.4 Land Use Constraints

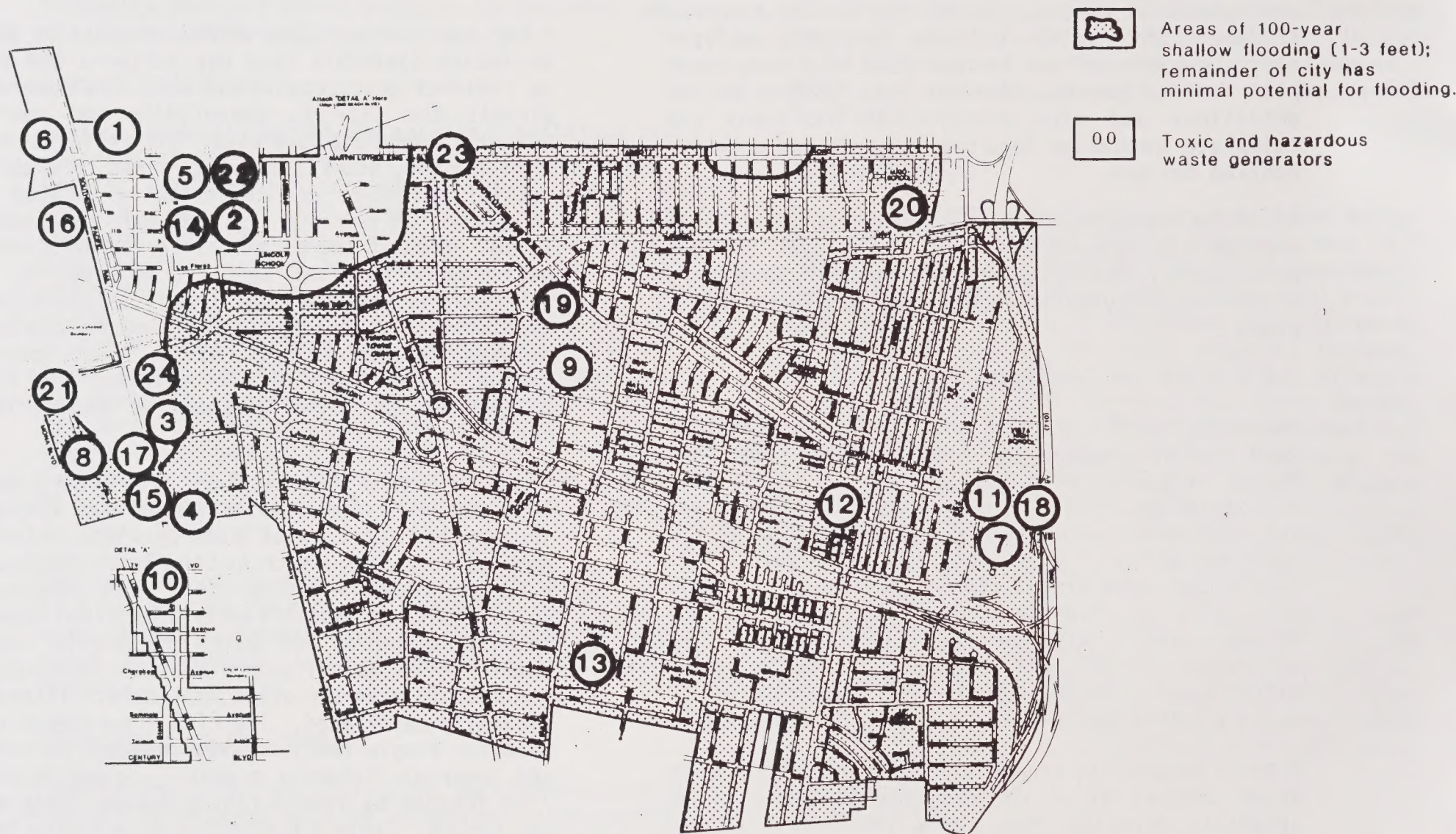
Man-made hazards impose the biggest constraint on land use in Lynwood. The transitions between different land uses need special attention when land use decisions are made. For example, buffer zones and innovative site plans can reduce noise levels near commercial, industrial, and freeway sites. Industrial sites pose a further constraint with the generation of hazardous materials, just as the freeways are involved with their transport. The accidental release of such materials could pose a major threat to residents' health. Lynwood does not include any landfill sites or hazardous waste dumps.

Natural hazards in Lynwood are limited primarily to areas subject to a 100-year flood (i.e., of an intensity expected once every 100 years) and to hazardous waste generators (see Figure LU-4). The Safety Element discusses these land use constraints in more detail. It should be noted that preliminary studies by the Federal Emergency Management Agency

(FEMA) identify most of Lynwood as subject to a 100-year flood.

A key aspect of the General Plan process is the need to retain desirable land use patterns and to halt or redirect unacceptable trends. The General Plan directs the City to consolidate and coordinate mutually dependent land uses. All residents benefit when housing, stores, schools, parks, churches, and public facilities are conveniently located within an accessible network. In Lynwood, the commercial strips threaten the potential for an efficient land use network for four specific reasons: 1) establishments are not physically and functionally coordinated with each other, 2) siting is unrelated to adjacent residential uses, 3) the linear form of the strips is inefficient and inconvenient, and 4) their auto-oriented nature discourages pedestrian activity.

Previous Figure LU-3 displays areas where existing land use transitions occur, as well as areas where incompatible uses exist side-by-side. Along commercial corridors - such as Long Beach Boulevard and Atlantic Avenue - a transition from commercial to multi-family to single-family uses often occurs and acts as a buffer for quiet residential streets; however, the actual edges between commercial and residential uses are often unsightly, littered, and minimally maintained. The city's northeast section involves single-family houses adjacent to industry; and Imperial Highway - a heavily traveled arterial - is fronted by single-family houses along much of its length. These are examples of existing land use patterns that can be halted or redirected, but only within a carefully coordinated, long-range plan.



NOTE: Numbers correspond with those in Table S-2 in Safety Element.

SOURCE: Preliminary Flood Insurance Rate Map (Subject to FEMA Approval); EPA Toxic and Waste Management Division

0 2400
 cba ↑ North scale in feet

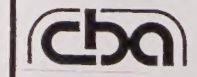
Figure LU-4
 Land Use Constraints



- Single-Family Residential
0-7 du/ac
- Townhouse & Cluster Housing
7.1-14 du/ac
- Multi-Family Residential
14.1-18 du/ac
- Commercial 2:1 FAR
- Industrial 1:1 FAR
- Public Facility
- Open Space
- Transportation

* Possible Public Facility, School, Park Expansion

Figure LU-5
Land Use Policy Map
**CITY of
LYNWOOD**



June 12, 1990

1.2.0 PROPOSALS

1.2.1 Land Use Designations

For a Lynwood resident, a property's zoning classification is the most direct way to quickly and conveniently identify what can and cannot be built on that piece of land. Zoning defines permitted uses and required heights, setbacks, and other site-specific physical details. General Plan land use designations also define permitted uses, but within a citywide plan of goals and policies.

The Lynwood General Plan Land Use Element contains eight land use designations which define the type, density, and intensity of development permitted throughout the city. The locations and extent of the eight General Plan land uses are identified on the Land Use Policy map, Figure LU-5.

Although the General Plan and zoning categories are closely related, it must be clarified that the general plan map - not the zoning map - is the official guideline for identifying a property's permitted use. The two maps are required by California law to be made consistent with each other. Many federal and state legal decisions have made it clear that the general plan is the document by which land use decisions must be made. If an inconsistency exists, the general plan dominates until the inconsistency is rectified.

The Lynwood General Plan land use designations are described below. The citywide acreage designated for each is listed in Table LU-2. The estimated population density within each residential category is based on multiplying the city's average number of persons per household (3.73) by the maximum number

of dwelling units allowed within each designation. This figure is then divided by the total number of net acres within each designation. The calculation yields a maximum number of persons living on an acre of residential property. Lynwood's population at General Plan buildout can then be estimated.

For commercial and industrial designations, another measure of development potential is used: the floor-area ratio (FAR). This calculation defines how much building square footage is allowed per one square foot of land. For example, with an FAR of 3:1, three square feet of building are permitted for each square foot of land. Therefore, with a 3:1 FAR, a maximum 30,000-square-foot building would be permitted on a 10,000-square-foot lot. Although the FAR in itself does not directly impose a height limit on a building, the two concepts are closely related.

The Lynwood General Plan land use designations are as follows:

Single-Family Residential - Residences permitted in this category are single-family, detached houses or mobile homes on a permanent foundation. The minimum lot size is 5,000 square feet, and the maximum number of dwelling units per acre is 7. Using the 1989 average persons per household of 3.73, the maximum population density for this land use is approximately 26 persons per acre. The Single-Family Residential General Plan designation corresponds with the R-1 zoning classification.

Townhouse and Cluster Housing - This designation allows duplexes, townhouses, stacked flats, and residential groupings with a density of 7.1 to 14 units per acre. This category encourages innovative site plans with common open space, recreational facilities, and site-sensitive architecture, in-

**TABLE LU-2
LYNWOOD GENERAL PLAN AND ZONING CATEGORIES**

GENERAL PLAN	ZONING	GENERAL PLAN ACRES
<u>Residential:</u>	<u>Residential:</u>	
Single-Family	Single-Family (R-1)	1,251
Townhouse and Cluster Housing	Two-Family(R-2)	368
MultiFamily	Multiple Family (R-3)	241
Commercial	<u>Commercial:</u> Planned Business (CB-1) Light Commercial (C-2) Medium Commercial (C-2A) Heavy Commercial (C-3) Hospital-Medical-Dental (H-M-D)	469
Industrial	Manufacturing (M)	346
Open Space	Open Space (OS)	60
Public Facility	Community Facilities (CF)	179
Transportation (freeways)		212
TOTAL		3,126

Note: The Automobile Parking (P-1) zone can exist in any General Plan area.

Source: Cotton/Beland/Associates computer digitizing

cluding planned unit developments (PUD's). The maximum population density is approximately 52 persons per acre. Townhouse and Cluster Housing corresponds with the R-2 zoning classification.

This housing type is intended to replace sections of the city's commercial strips, especially those portions with vacant and abandoned parcels. Such redesignations from Commercial to Cluster Housing will eventually result in the concentration of commercial activity around major intersections, thereby creating more convenient and centralized shopping opportunities. Also, the design flexibility afforded cluster housing can help mitigate the noise impacts associated with residential uses along heavily traveled streets. Such noise mitigation measures as strategic building placement and project-wide landscaping can be integral to the overall site plan.

Multi-Family Residential - This category includes the traditional apartment building type often located adjacent to commercial areas or public parks. The density range is 14.1 to 18 units per acre. The maximum population density is 67 persons per acre. This General Plan designation corresponds with the R-3 zoning classification.

Commercial - This category permits commercial and retail uses, such as stores, restaurants, banks, offices, gas stations, motels, assembly operations, and small machine shops. These uses are usually located along the city's major arterials - Atlantic Avenue, Long Beach Boulevard, Imperial Highway, Martin Luther King Jr. Boulevard, and the Century Freeway. The Commercial General Plan designation comprises the five commercial zoning classifications and height limits: CB-1 (Planned Business/190

feet), C-2 (Light Commercial/75 feet), C-2A (Medium Commercial/75 feet), C-3 (Heavy Commercial/75 feet), and H-M-D (Hospital-Medical-Dental) zone. The maximum floor-area ratio for the Commercial General Plan designation is 2:1, as long as all other site requirements are met (e.g., landscaping, parking, fire access, height limit).

Industrial - This General Plan designation permits uses generally recognized as industry or manufacturing, such as assembly plants, storage yards, freight terminals, wholesale businesses, sheet metal shops, and tool manufacturing plants. Such uses will be confined to the two industrial areas already established in the city: the Alameda Street/Southern Pacific Railroad corridor, and the Long Beach Freeway area. This designation corresponds with the M (Manufacturing) zoning classification. The maximum floor-area ratio is 1:1, as long as all other site requirements are met.

Public - This category includes public schools, public utility rights-of-way, utility substations, the Civic Center complex and government buildings. This General Plan designation includes uses identified as CF (Community Facilities) in the zoning code.

Open Space - This category includes City parks and public open space.

Transportation - This category includes the rights-of-way of the Century (I-105) and the Long Beach (I-710) freeways, which are owned by the California Department of Transportation (CalTrans). CalTrans is permitted to operate industrial and parking uses in these areas (e.g., under ramps) subject to review and approval by the City of Lynwood.

The Lynwood Zoning Code allows for conditional use permits within each zone. Conditional use permits allow certain specified land uses, provided that specific conditions are met. All conditional uses must be in conformance with the General Plan. Design standards, design review, and City staff consultation and monitoring help ensure that any project not principally permitted within a particular area is individually investigated and analyzed before a conditional use permit is issued.

Under the zoning code, the City also has the authority to grant residential densities in the R-2 and R-3 zones above the permitted base density. However, the Planning Commission will consider a density bonus only if the project meets or exceeds all requirements for parking, setbacks, landscaping, open space, lot coverage, and height. The number of additional units permitted will not exceed maximum allowable General Plan densities except for those units provided as low- and moderate-income housing.

Within all General Plan land use categories, the compatibility of adjacent land uses, and the agreeable transition between neighboring areas, are of primary concern. No land use decision should be made until the compatibility issue has been carefully analyzed and resolved.

1.2.2 Land Use Policy

The Land Use Policy map is a graphic representation of the City of Lynwood's land use policy; the map visually depicts the land use goals and policies included in Section 3.0 of this Element. The map meets the California State requirement [Government Code Section 65302(a)] concerning the designation

of "the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid waste and liquid waste disposal facilities, and other categories of public and private land use." In the case of Lynwood, it should be noted that the city has no agricultural land, nor is it the location of any solid or liquid waste disposal site.

The General Plan Guidelines discuss the requirements of the land use diagram. The term "diagram" is used in the guidelines because it defines a more general graphic representation than the term "map." For the Lynwood General Plan, however, the term "map" will be used to distinguish it from other graphics and to denote that the land use policies are based on precise, parcel-specific information. The guidelines state:

As a general rule, a diagram or diagrams along with the general plan's text should be detailed enough so that the users of the plan - staff, elected and appointed officials, and the public - can reach the same general conclusion on the appropriate use of any parcel of land at a particular phase of a city's or county's physical development.

The Land Use Policy map for the Lynwood General Plan designates an appropriate land use for every property within the city. The Lynwood Zoning Code must be consistent with the General Plan land use designations because the code is the primary mechanism for implementing the land use policies. Any existing or future inconsistencies must be

resolved in a "reasonable amount of time" according to the Government Code.

Land use policy is based on the community's desires concerning the type, location, and intensity of future land uses in Lynwood. The community's goals and policies are transposed onto the Land use Policy map to give a clear visual representation of how the statements translate into physical, real-life results. The goals and policies, together with the map, serve as guidelines for specific plans, programs, and implementation measures. It must be emphasized that the goals and policies included throughout the General Plan are intended to give specific direction to Lynwood while remaining general enough to accommodate future conditions and allow innovative, creative solutions.

The Land Use Policy map identifies the location and extent of the land use designations described in the previous section of this Element. The predominant land use designation in Lynwood is Single-Family Residential. Discussions with concerned residents have made it clear that retaining the single-family atmosphere of Lynwood is of the utmost importance.

Well-planned, coordinated, and efficient redevelopment and revitalization will continue the improvements that Lynwood has made in its residential, commercial, industrial, and open space areas. Of particular importance to the city's business climate is the need for expanded and viable commercial, light industrial, and office development. It should be noted, however, that redevelopment funds are usually allocated by governmental agencies outside Lynwood's jurisdiction, and redevelopment can only continue on a level proportional to the funds the City receives.

1.3.0 GOALS AND POLICIES

The land use goals and policies are based on extensive information collected during the initial phases of the General Plan program. Several days of public meetings with various groups from the City of Lynwood were instrumental in formulating the goals and policies. These groups included the General Plan Technical Advisory Committee, City Council, Citizen Advisory Committee (CAC), Planning Commission, various institutional representatives, and community residents.

These goals and policies are the guiding forces for the entire General Plan. They help concerned people decide whether proposed changes to Lynwood's land use are in keeping with the City's future plans. Goals are the ends toward which the City's efforts are directed. Policies are the methods used to reach these goals; policies imply a clear commitment. Some generality is required in the statements to allow for options and specific implementation measures which may be devised over time as Lynwood continues to plan its future.

CITY CONCEPT GOALS:

1. Foster the building of a new image for Lynwood and create the potential for a high quality of life for City residents.
2. Take advantage of the multicultural and multi-lingual character of the City.
3. Create an effective methodology for planning for the future which incorporates innovative

strategies, tools, and methods for land use planning and development.

LAND USE GOALS:

1. Provide a balanced and functional mix of land uses which takes advantage of the unique position of Lynwood in relation to the region.
2. Initiate a process for integrating all the components of citywide planning into a community- or neighborhood-based effort.
3. Preserve the stable, single-family character of Lynwood's residential communities.
4. Plan for new patterns of land uses which complement the overall character of existing uses and which offer opportunities for the compatible development of vacant and underutilized parcels.
5. Encourage the development of new commercial and retail uses in locations where they can most efficiently provide Lynwood residents with needed products, services, and employment opportunities.
6. Promote land uses that both capitalize on the opportunities and mitigate the negative impacts of the City's adjacency to major transportation systems.

LAND USE POLICIES:

1. Define a series of specific plan areas to take advantage of special land use opportunities. These specific plan areas shall provide the

City with a strategic planning framework that can be regularly updated in response to changes in the environment.

These specific plan areas should be selected, and their features defined, in a manner which is in keeping with the long-term goals of the City, such as:

- ° The focus on neighborhood-based activities, including the preservation of residential communities;
 - ° Providing for the needed separation of incompatible land uses.
2. Develop programs for eliminating inconsistencies between existing land uses and those incorporated within the General Plan.
 3. Ensure that residential neighborhoods are protected from the encroachment of incompatible activities or land uses which may have a negative impact on the residential environment.
 4. As an alternative to densification through multi-family housing, utilize programs that encourage lot splits of large single-family residential lots into two lots. The new, second lot shall be earmarked for the development of a new single-family home to provide new housing for Lynwood residents which is in keeping with the low-density, residential character of the City.
 5. Discourage the proliferation of strip commercial centers by focusing retail activities on

significant nodes along major boulevards adjacent to residential neighborhoods.

6. Limit new, heavy industrial uses to designated areas on the eastern and western limits of the City.
7. Intensify commercial and retail uses adjacent to the Lynwood Towne Center to take advantage of existing land uses and to make use of new patterns of accessibility provided by the Century Freeway. The focus of this development should be on neighborhood-oriented retail facilities.
8. Insure the balanced development of land uses north and south of the Century Freeway to reduce the risk of a stratified City image and to mitigate the potential negative impacts of the freeway.
9. Support, as appropriate, the expansion of the Civic Center complex, Lindbergh Park, and schools. This support may include, but is not limited to, identification of expansion sites; expediting plan approvals, permits, and inspections; and close coordination with school district officials.

Circulation Element

City of Lynwood

2. CIRCULATION ELEMENT

2.1.0 INTRODUCTION

2.1.1 State Requirements

The City of Lynwood Circulation Element has been developed in response to issues raised and goals, policies, and objectives established by the consultant team and the City of Lynwood. The Element is intended to provide a balanced circulation system that will provide adequate capacity to support the travel demands of the land uses included in the Land Use Element while at the same time maintaining an acceptable quality of life for the residents of Lynwood.

State Law requires every general plan to contain a circulation element which, at a minimum, must identify the "general location and extent of existing and other public utilities and facilities, all correlated with the land use element of the general plan." The circulation element must also address the circulation improvements needed to relieve congestion, to provide public transit services, and to lessen long-term air quality impacts related to transportation.

The Lynwood General Plan Circulation Element determines a hierarchy of traffic routes, including development standards for each type of roadway. The Circulation Element projects daily traffic volumes on key arterials and collector streets in Lynwood based on the General Plan Land Use Element (Preferred Alternative). Mitigation measures required to ensure acceptable operating conditions on the streets

within the city are also developed in conjunction with the goals and policies of the General Plan.

2.1.2. Issues Identification

The major portion of the circulation system for the City of Lynwood has developed over the years and with that development, circulation problems have evolved with into the system. Due to the maturity of many parts of the study area, the remedies to these problems are limited and potential solutions must be carefully evaluated. A detailed description and evaluation of current circulation conditions in Lynwood is contained in the Circulation Element Technical Report.

The completion of the Century Freeway (I-105) will have a significant impact on the streets within the City of Lynwood. Its primary advantage will be to reduce the traffic on the major east-west routes through the City. Imperial Highway and Martin Luther King Boulevard are both likely to experience significant reductions in traffic allowing them to better serve the local needs of the community. In contrast, traffic on Long Beach Boulevard, a north-south street with an interchange with the freeway, is likely to increase. East-west traffic must use a north-south street such as Long Beach Boulevard to access the Freeway resulting in increased volumes.

The disadvantages of the Century Freeway are the increase in noise and air pollution that is likely to result from the high volumes of traffic on the facility, and the barrier that will be created through the community.

2.1.3 Future Traffic Projections

Future travel demands were estimated for the City of Lynwood assuming buildout of the land uses described in the Land Use Element for the Preferred Alternative. The development of the future traffic estimates include the calculation of the total magnitude of all trips including an assessment of the relationship between internal (to Lynwood) and external trips, development of the trip distribution pattern, and the traffic assignment.

Figure C-1 illustrates the projected future daily travel demands on various streets within Lynwood. Daily traffic volumes on Imperial Highway, Long Beach Boulevard, and Atlantic Boulevard are expected to increase significantly over existing conditions. Table C-1 summarizes the operating conditions on the various streets under General Plan buildout conditions.

2.2.0 CIRCULATION PLAN

Street section standards are presented on Figure C-2

Major Highways

As indicated in Figure C-3, Long Beach Boulevard, Atlantic Boulevard, Martin Luther King Jr. Boulevard, Imperial Highway, and Slauson Avenue would continue in their role as the major arterials in the city, serving as the primary means of access into and out of Lynwood and carrying non-local traffic passing through the city.

Master Roadway Plan

The primary function of major highways is to move traffic efficiently and safely. As such, access and

on-street parking along major highways are typically minimized to the highest degree possible, since vehicular movements into and out of side access points and on-street parking maneuvers, tend to reduce the capacity of a street.

Collector Streets

The following streets are designated as collector streets:

- ° Carlin Avenue
- ° Norton Avenue
- ° Wright Road

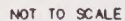
The primary function of the collector street system is to provide access between the local street system and the arterial system.

Local Streets

All remaining streets within the city are classified as local streets. The primary function of local streets is to provide direct access to abutting properties, not to move high volumes of traffic. Since most of the local streets are within residential areas of the city, through traffic should be discouraged.

Roadway System Improvements

At present, the street system is generally able to accommodate the existing travel demands within the existing street widths, with the exception of Imperial Highway. However, it is anticipated that the substandard street widths may not be able to



C-3

Table C-1
DAILY LINK LEVELS OF SERVICE ANALYSIS - GENERAL PLAN CONDITIONS

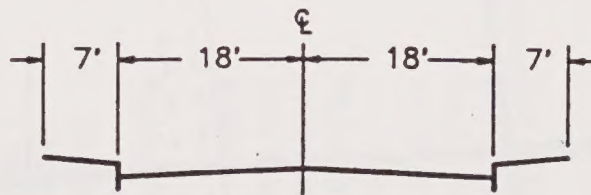
STREET NAME	LOCATION	STREET CLASSIFICATION	NO. OF LANES 2 DIRECTIONS	DAILY CAPACITY	ADT	V/C	LOS
ABBOTT RD.	M.L. KING BLVD. TO ATLANTIC AVE.	ARTERIAL	4	40,000	8,460	0.21	A
M.L. KING BLVD.	LONG BEACH BLVD. TO CALIFORNIA	ARTERIAL	4	40,000	22,000	0.55	A
M.L. KING BLVD.	CALIFORNIA TO ABBOTT RD.	ARTERIAL	4	40,000	22,280	0.56	A
M.L. KING BLVD.	NORTON AVE. TO ABBOTT RD.	ARTERIAL	4	40,000	19,950	0.50	A
M.L. KING BLVD.	IMPERIAL HWY TO BULLIS RD.	ARTERIAL	4	40,000	17,330	0.43	A
M.L. KING BLVD.	BULLIS RD. TO WRIGHT RD.	ARTERIAL	4	40,000	14,890	0.37	A
IMPERIAL HWY	STATE ST. TO LONG BEACH BLVD.	ARTERIAL	4	40,000	24,630	0.62	B
IMPERIAL HWY	LONG BEACH BLVD. TO CALIFORNIA	ARTERIAL	4	40,000	27,210	0.68	B
IMPERIAL HWY	CALIFORNIA TO M.L. KING BLVD.	ARTERIAL	4	40,000	25,330	0.63	B
IMPERIAL HWY	M.L. KING BLVD. TO BULLIS RD.	ARTERIAL	4	40,000	42,670	1.07	F
IMPERIAL HWY	BULLIS RD. TO ATLANTIC AVE.	ARTERIAL	4	40,000	47,810	1.20	F
IMPERIAL HWY	ATLANTIC AVE. TO WRIGHT RD.	ARTERIAL	4	40,000	62,910	1.57	F
NORTON AVE.	LONG BEACH BLVD. TO CALIFORNIA	COLLECTOR	2	15,000	5,560	0.37	A
NORTON AVE.	CALIFORNIA TO M.L. KING BLVD.	COLLECTOR	2	15,000	9,480	0.63	B
JOSEPHINE ST.	SANTA FE AVE. TO LONG BEACH BLVD.	COLLECTOR	2	15,000	11,100	0.74	C
JOSEPHINE ST.	BULLIS RD. TO ATLANTIC AVE.	COLLECTOR	2	15,000	11,580	0.77	C
STATE ST.	IMPERIAL HWY TO M.L. KING BLVD.	ARTERIAL	4	40,000	14,740	0.37	A
STATE ST.	IMPERIAL HWY TO LYNWOOD RD.	ARTERIAL	4	40,000	12,360	0.31	A

Table C-1 (cont.)
DAILY LINK LEVELS OF SERVICE ANALYSIS - GENERAL PLAN CONDITIONS

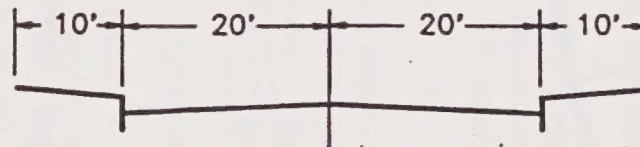
STREET NAME	LOCATION	STREET CLASSIFICATION	NO. OF LANES 2 DIRECTIONS	DAILY CAPACITY	ADT	V/C	LOS
SANTA FE AVE.	LYNWOOD RD. TO JOSEPHINE ST.	ARTERIAL	2	20,000	16,120	0.81	D
LONG BEACH BLVD.	ABBOTT RD. TO NORTON AVE.	ARTERIAL	4	40,000	29,820	0.75	C
LONG BEACH BLVD.	NORTON AVE. TO IMPERIAL HWY	ARTERIAL	4	40,000	31,200	0.78	C
LONG BEACH BLVD.	IMPERIAL HWY TO I-105	ARTERIAL	4	40,000	48,360	1.21	F
LONG BEACH BLVD.	JOSEPHINE ST. TO CEDAR AVE.	ARTERIAL	4	40,000	46,240	1.16	F
LONG BEACH BLVD.	CEDAR AVE. TO EUCLID AVE.	ARTERIAL	4	40,000	39,620	0.99	E
CALIFORNIA AVE.	ABBOTT RD. TO IMPERIAL HWY	ARTERIAL	4	40,000	14,360	0.36	A
CALIFORNIA AVE.	NORTON AVE. TO IMPERIAL HWY	ARTERIAL	4	40,000	17,300	0.43	A
BULLIS RD.	IMPERIAL HWY TO M.L. KING BLVD.	ARTERIAL	4	40,000	10,340	0.26	A
BULLIS RD.	M.L. KING BLVD. TO I-105	ARTERIAL	4	40,000	13,800	0.35	A
BULLIS RD.	I-105 TO JOSEPHINE ST.	ARTERIAL	2	20,000	16,940	0.85	D
BULLIS RD.	JOSEPHINE ST. TO CEDAR AVE.	ARTERIAL	2	20,000	16,600	0.83	D
BULLIS RD.	CARLIN AVE. TO EUCLID AVE.	ARTERIAL	2	20,000	14,940	0.75	C
ATLANTIC AVE.	ABBOTT RD. TO IMPERIAL HWY	ARTERIAL	4	40,000	52,000	1.30	F
ATLANTIC AVE.	IMPERIAL HWY TO M.L. KING BLVD.	ARTERIAL	4	40,000	49,440	1.24	F
ATLANTIC AVE.	M.L. KING BLVD. TO I-105	ARTERIAL	4	40,000	36,680	0.92	E
ATLANTIC AVE.	I-105 TO JOSEPHINE ST.	ARTERIAL	4	40,000	33,020	0.83	D
ATLANTIC AVE.	JOSEPHINE ST. TO CARLIN AVE.	ARTERIAL	4	40,000	31,460	0.79	C

Table C-1 (cont.)
DAILY LINK LEVELS OF SERVICE ANALYSIS - GENERAL PLAN CONDITIONS

STREET NAME	LOCATION	STREET CLASSIFICATION	NO. OF LANES 2 DIRECTIONS	DAILY CAPACITY	ADT	V/C	LOS
WRIGHT RD.	M.L. KING BLVD. TO I-105	COLLECTOR	2	15,000	5,500	0.37	A
WRIGHT RD.	M.L. KING BLVD. TO IMPERIAL HWY	COLLECTOR	2	15,000	6,140	0.41	A
ALAMEDA ST.	NORTON AVE. TO I-105	ARTERIAL	4	40,000	32,020	0.80	C
ALAMEDA ST.	I-105 TO LYNWOOD RD.	ARTERIAL	4	40,000	27,950	0.70	B



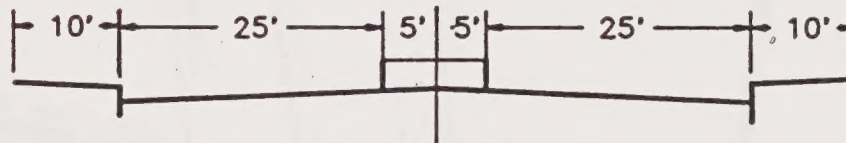
50' LOCAL
(2-LANE ROADWAY)



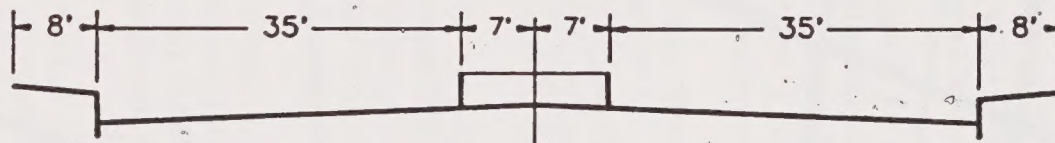
60' COLLECTOR
(2-LANE ROADWAY)



66' COLLECTOR
(2-4 LANE ROADWAY)



80' ARTERIAL
(4-LANE ROADWAY)



100' MAJOR ARTERIAL
(6-LANE ROADWAY)

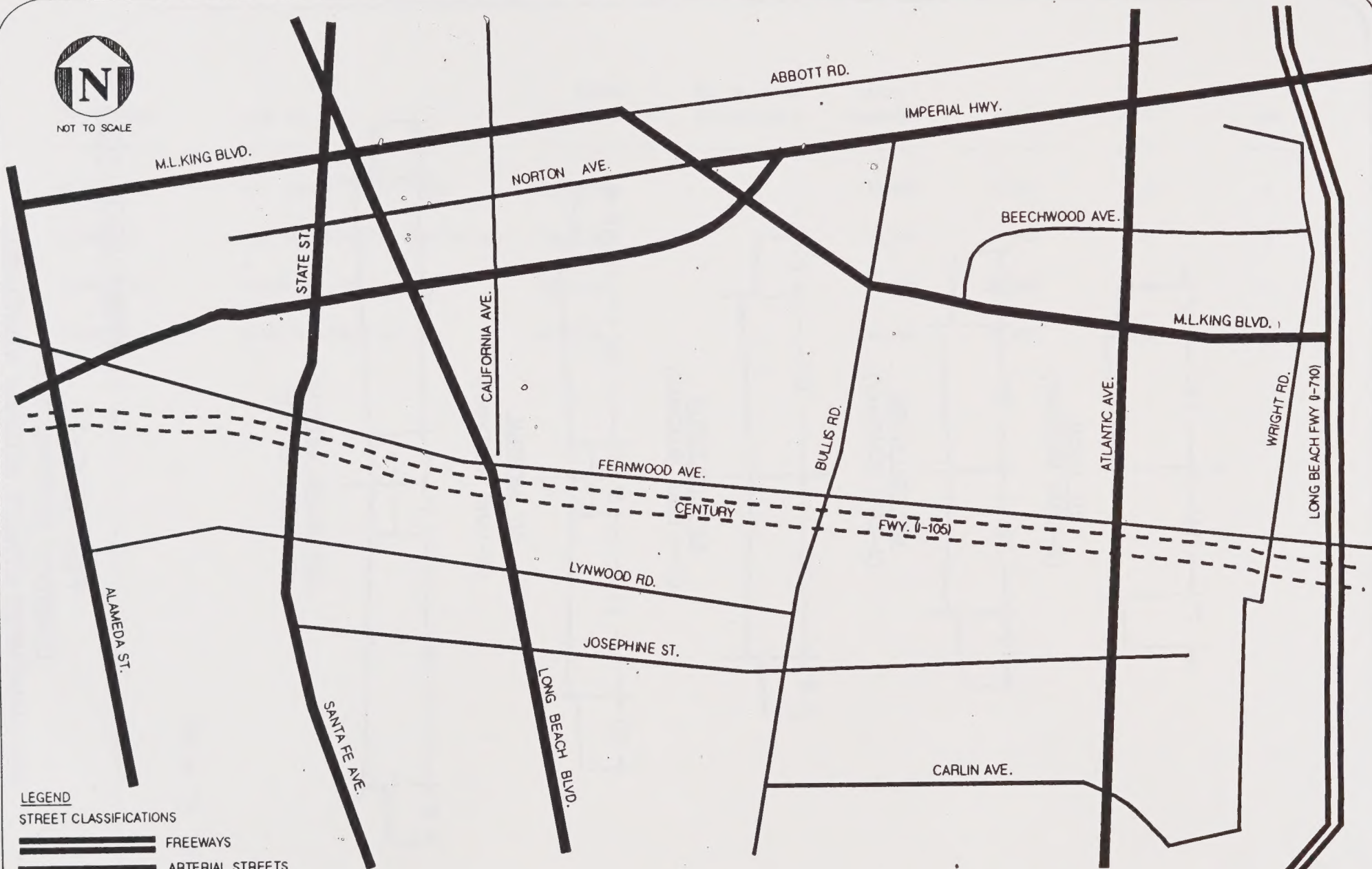
SCALE: 1" = 20'

KAKU ASSOCIATES

FIGURE C-2
LYNWOOD GENERAL PLAN
RECOMMENDED STREET SECTION STANDARDS

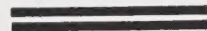
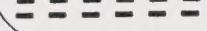


NOT TO SCALE



LEGEND

STREET CLASSIFICATIONS

-  FREEWAYS
-  ARTERIAL STREETS
-  COLLECTOR STREETS
-  I-105 CENTURY FWY.

KAKU ASSOCIATES

**FIGURE C-3
LYNWOOD GENERAL PLAN
RECOMMENDED STREET CLASSIFICATIONS**

accommodate the projected growth in both local and regional travel demand within the city. The major roadway improvements that would be required to accommodate the traffic volumes under General Plan buildout conditions are developed in conjunction with the goals and policies of the General Plan as they relate to traffic and circulation.

The following summarizes the roadway improvements that would be required to attain and maintain the goals and policies of the General Plan:

- ° The City shall monitor traffic growth and conditions on the street system on a regular basis in order to identify potential problems as they arise.
- ° Major highways (short-term): As warranted by increasing traffic growth and congestion, provide six travel lanes on Imperial Highway within Lynwood.
- ° Major Roadway Improvements (long-term):
 - Imperial Highway - Develop to full major arterial standards with eight travel lanes (throughout the city) by requiring dedications from adjacent development projects.
 - Martin Luther King Jr. Boulevard - Develop to full major arterial standards with six travel lanes between State Street and Abbott Road by requiring dedications from adjacent development projects.
 - Norton Avenue - Develop to full arterial standards with two travel lanes between California Avenue and Martin Luther King

Jr. Boulevard by requiring dedications from adjacent development projects.

- Josephine Street - Develop to full arterial standards with four travel lanes between Santa Fe Avenue and Atlantic Avenue by requiring dedications from adjacent development projects.
- Santa Fe Avenue - Develop to full arterial standards with four travel lanes between Lynwood Road and the south city limits by requiring dedications from adjacent development projects.
- Long Beach Boulevard - Develop to full arterial standards with four travel lanes between Imperial Highway and the south city limits by requiring dedications from adjacent development projects.
- Bullis Road - Develop to full arterial standards with four travel lanes between Imperial Highway and the south city limits by requiring dedications from adjacent development projects.
- Atlantic Avenue - Develop to full arterial standards with four travel lanes within the city limits by requiring dedications from adjacent development projects.
- ° Collector streets (short-term): As warranted by increasing traffic growth and congestion, implement prohibitions of on-street parking during peak periods to eliminate side friction and provide two full lanes of street capacity.

- Collector streets (long-term): Develop to full collector street standards (70-foot right-of-way) by requiring dedications from adjacent development projects.

Public Transit

- Encourage SCRTD to provide increased bus service through the city.
- Work with SCRTD to provide frequent bus service between Lynwood and the Long Beach-Los Angeles and Century Freeway light rail lines, when they are completed.

Truck Routes

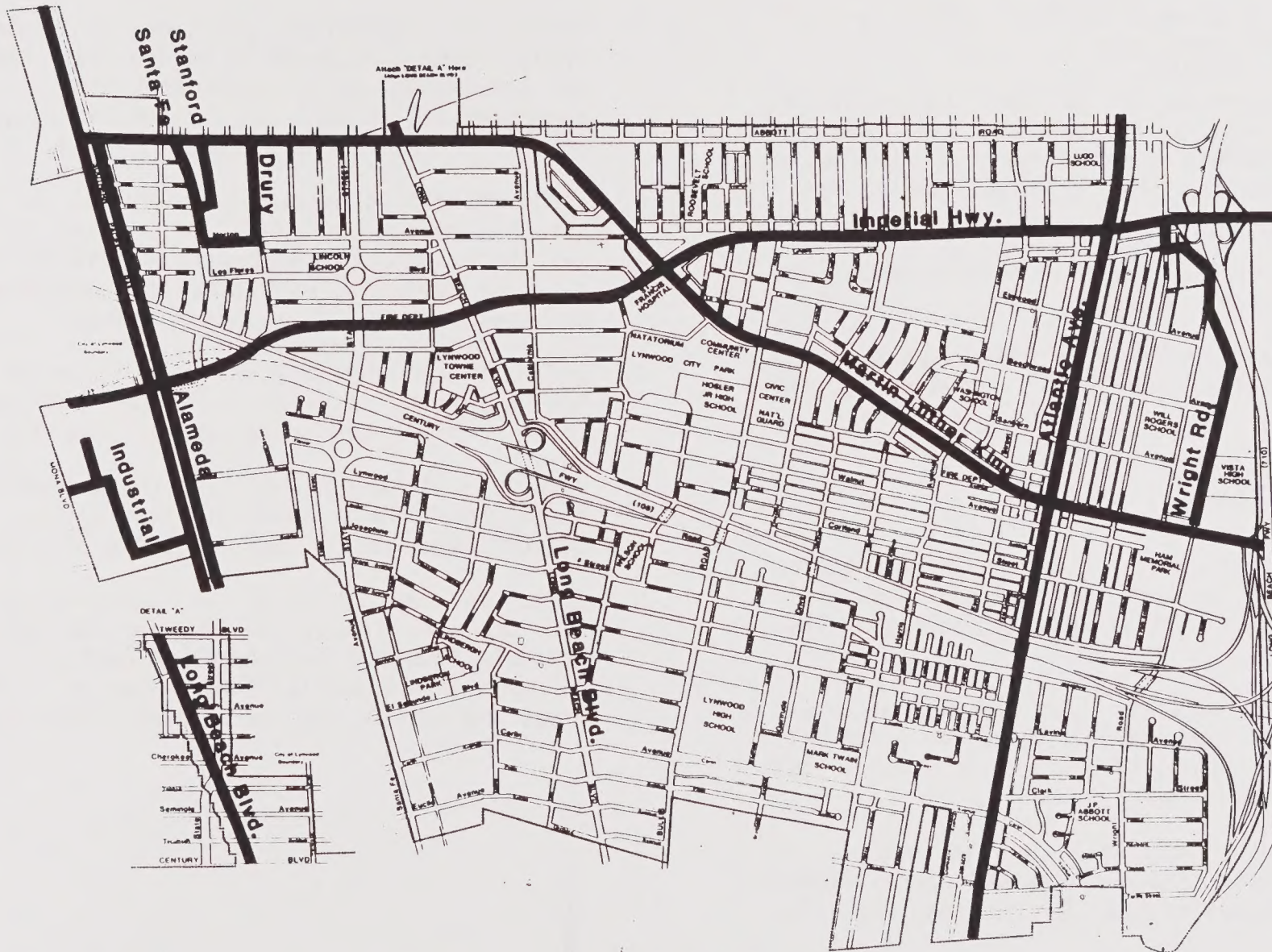
- Figure C-4 illustrates truck routes within the city. These routes are designed to provide the maximum access to commercial and industrial areas with a minimum of impact on residential areas.

Transportation Demand Management

- The City shall encourage industrial and other major employers to implement transportation demand management (TDM) measures to reduce commuter traffic during peak periods, potentially including ridesharing programs (carpooling and vanpooling), transit encouragements (such as transit pass subsidies), parking management, bicycle storage and on-site shower facilities, flexible or staggered working hours, etc.

Development Circulation Requirements

- Traffic studies shall be required of future major development projects to determine potential impacts on traffic and the circulation system.
- The development review process shall ensure that adequate on-site and off-site improvements proposed as part of development are consistent with General Plan policies.
- Developments shall be required to dedicate right-of-way along their project frontage(s) to bring adjacent streets up to the appropriate right-of-way standards, consistent with the Maser Roadway Plan.
- Large industrial and commercial development projects shall be required to prepare transportation demand management plans, consistent with requirements of the South Coast Air Quality Management District (SCAQMD).
- All development projects (including new projects, expansions, or reuse) shall be required to provide adequate on-site parking to accommodate project parking demands. City of Lynwood parking code requirements shall be used to determine off-street parking requirements.



— Truck Route

Figure C-4
Truck Routes

2.3.0 GOALS AND POLICIES

CIRCULATION GOALS:

1. Utilize the street system to provide the land use goals of the General Plan.
2. Strengthen east-west surface street corridor systems within the city.
3. Provide improvements to the transportation system to make public services and community resources within Lynwood more accessible to Lynwood's youth, elderly, and disabled residents.
4. Mitigate potential negative traffic impacts of the new Century Freeway.
5. Identify solutions for inadequate parking associated with residential, commercial, and retail uses.

CIRCULATION POLICIES:

1. Utilize the street system and traffic mitigation measures to protect residential communities from unwanted intrusion by non-residential traffic.
2. Transform the existing alley system to an access system which supports lot splits for large lots and the development of smaller residential lots for new single-family homes.
3. Encourage new east-west traffic options on arterials using state-of-the-art signalization systems, permit systems for parking, and other

regulations designed to manage on-street parking.

4. Develop programs that encourage the maximum utilization of the Los Angeles-Long Beach Light Rail System by Lynwood residents.
5. Pursue an aggressive position in regional transportation planning to ensure that Lynwood can take advantage of regional transportation opportunities as well as mitigate the negative impacts of new regional transit systems.
6. Encourage public-private partnerships to construct parking facilities as a means of alleviating parking shortages associated with existing commercial and residential uses as well as accommodating future parking needs.
7. Establish and enforce parking requirements for new development to insure sufficient parking to serve each use, including employee parking.
8. Develop a bikeway master plan to include bike route locations, standards for design and construction, and an implementation program.
9. Investigate the potential for interchanges with the Century Freeway at Alameda Street and Atlantic Avenue. Consideration must be given to right-of-way acquisition, effect on traffic flows and safety, and improvement financing.

Noise Element

City of Lynwood

3. NOISE ELEMENT

3.1.0 INTRODUCTION

3.1.1 State Requirements

The Noise Element of the General Plan is a comprehensive program for including noise control in the planning process. It is a tool for Lynwood planners to use in achieving and maintaining compatible land use with environmental noise levels. The Noise Element identifies noise-sensitive land uses and noise sources, and defines areas of noise impact for the purpose of developing programs to ensure that Lynwood residents will be protected from excessive noise intrusion.

The Noise Element follows the recently revised State guidelines in the State Government Code, Section 65302(g), and Section 46050.1 of the Health and Safety Code. The Element quantifies the community noise environment in terms of noise exposure contours for both short- and long-term levels of growth and traffic activity. The information will become a guideline for the development of land use policies to achieve compatible land uses and provide baseline levels and noise source identification for local noise ordinance enforcement. The Noise Element Technical Appendix contains background information and a glossary that defines key terms used in noise assessments.

3.1.2 Issues Identification

This section contains a detailed description of the current and projected noise environment within Lynwood. This description is based on an identification of noise sources and noise-sensitive land uses, a community noise measurement, and noise contour maps.

To define the noise exposure, this section first identifies the major sources of noise in the city. These are: freeways, aircraft overflights, arterial roadways, train operations, and industrial centers. To completely assess the noise environment in Lynwood, noise-sensitive receptors must also be identified. As mandated by the State, noise-sensitive receptors include, but are not limited to, are containing schools, hospitals, rest homes, long-term medical or mental care facilities, or any other land use area deemed noise-sensitive by the local jurisdiction.

Based on the identification of the major noise sources and the location of sensitive receptors, a noise measurement survey was conducted for Lynwood. The function of the survey was threefold. The first was to determine the existing noise levels at noise-sensitive land uses. The second function was to provide empirical data for the correlation and calibration of the computer modeled noise environment. A third important aspect of the survey was to obtain an accurate description of the ambient noise levels in various areas of the city.

The noise environment for Lynwood can be described using noise contours developed for the major noise

sources within the city (see Figure N-1. The contours were determined from expected future traffic levels and environmental conditions under the proposed General Plan and are expressed in terms of the Community Noise Equivalent Level (CNEL). Table N-1 identifies the distances to the 70, 65, and 60 dB (decibel) CNEL contour levels. The 60 dB CNEL contour represents the Noise Referral Zone; any proposed noise-sensitive land use within this zone should be evaluated on a project-specific basis, and mitigation measures may be required to meet City or State (Title 24) standards. The 65 CNEL represents zones where residential development should be discouraged unless proper mitigation measures are incorporated into the project. To represent a worst-case estimate, the contours do not include the mitigating effect of noise barriers or topography.

Sources of Noise

The sources of noise in Lynwood fall into four basic categories. These are: aircraft (Los Angeles International Airport); major and minor arterial roadways; one railroad line; and stationary sources. These sources and their impacts on the noise environment are summarized in the following paragraphs.

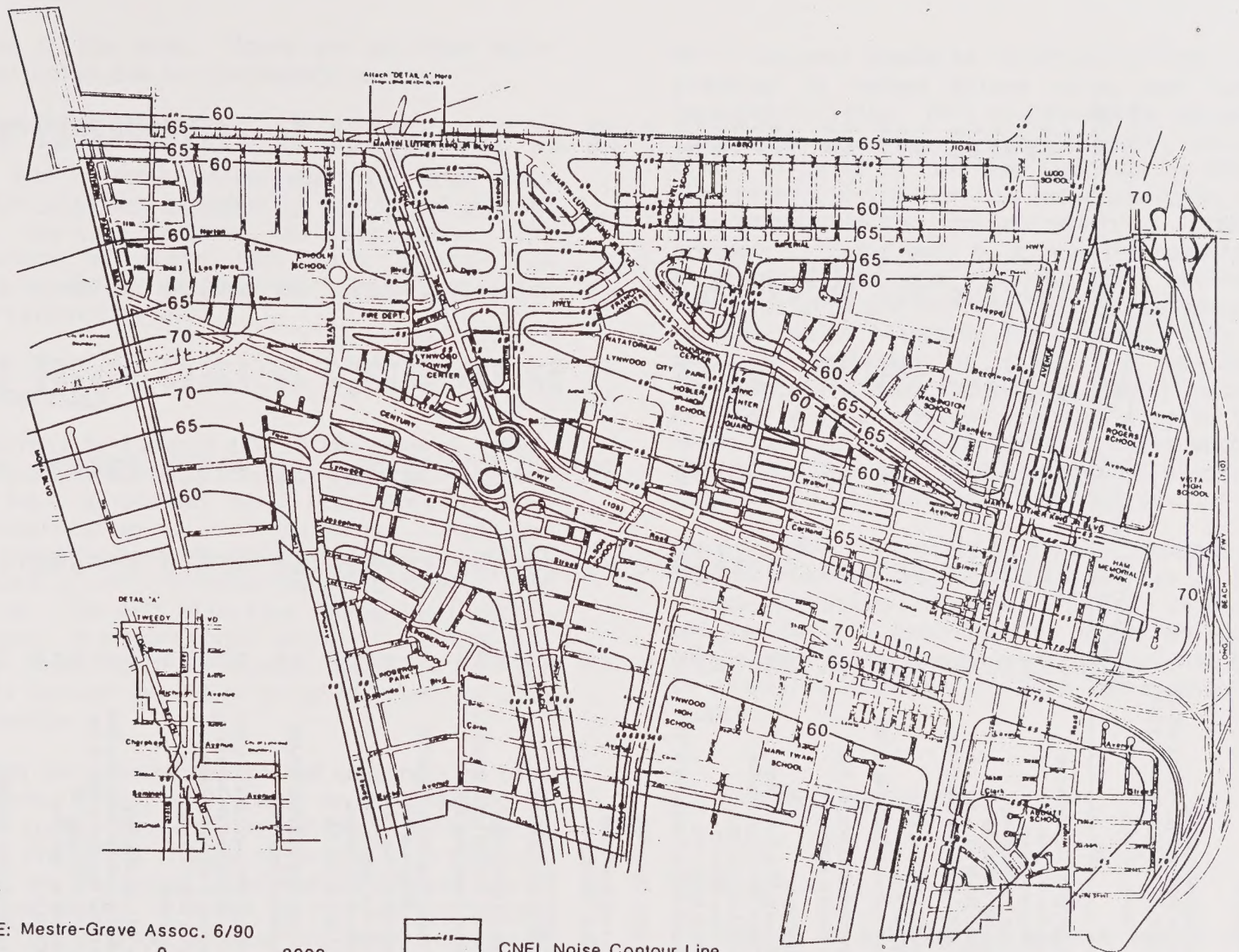
Aircraft Operations. An additional source of noise within the City of Lynwood is aircraft noise. Los Angeles International Airport is located west of the City of Lynwood. Operations from the airport overfly most of Lynwood when on approach to the airport. Most of this air traffic is made up of commercial jets. The aircraft noise levels are less than 65 CNEL.

Train Operations. Train traffic on the Southern Pacific Rail Line that runs along the west edge of the city is a significant source of noise within the community. The rail line runs through the industrial portion of the city, but is near some single-family residential areas at the northwest portion of the city.

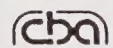
Major and Minor Arterial Roadways. Traffic noises on a freeway and surface streets are a significant source of noise within the community. The city is adjacent to the Long Beach Freeway and is bi-sected by the Century Freeway that is under construction. The major roadways in the city include: Martin Luther King Boulevard, Imperial Highway, Long Beach Boulevard, California Avenue, Bullis Road, Abbott Road, Norton Avenue, Louise Street, Josephine Street, Cedar Avenue, Burton Avenue, Carlin Avenue, Euclid Avenue, State Street, Wright Road, and Atlantic Avenue.

Noise levels along roadways are determined by a number of traffic characteristics. Most important is the average daily traffic (ADT). Additional factors include the percentage of trucks, vehicle speed, the time distribution of this traffic and gradient of the roadway. In general, most of the land uses along the major roadways are commercial, open space, and industrial. However, there are a number of single-family and multi-family areas, as well as public facilities, that are located along many of these roadways.

Stationary Sources. Major causes of noise due to stationary sources are the industrial areas that are located in the northwest portion of the city around the Southern Pacific Rail Line. The industrial area gives rise to heavy truck traffic and use of heavy

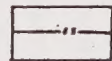


SOURCE: Mestre-Greve Assoc. 6/90



↑ North

0 2000
scale in feet



CNEL Noise Contour Line

Note: See Lynwood Planning Dept. for specific contour locations

Figure N-1
Noise Contours at General Plan Buildout

MESTRE GREVE ASSOCIATES
FUTURE CNEL CONTOUR SPREADSHEET
4/27/90

TABLE N-1

Index Key: Orange County Arterial Mix
Freeway w/ 5% Trucks (2.5% MT, 2.5% HT)
Freeway w/ 7% Trucks (3.5% MT, 3.5% HT)

1
2
3

Roadway	Link	Distance to CNEL Contour (ft)			ADT (x1000)	Speed	Index	CNEL100
		70 CNEL	65 CNEL	60 CNEL				
Martin Luther King Blvd	Long Beach Blvd to California Ave	67	145	313	42.45	40	1	67.4
	California Ave to Abbott Rd	68	146	315	42.9	40	1	67.5
	Abbott Rd to Norton Ave	52	112	241	28.8	40	1	65.7
	Norton Ave to Imperial Hwy	52	112	241	28.8	40	1	65.7
	Imperial Hwy to Bullis Rd	52	112	241	28.8	40	1	65.7
	Bullis Rd to Wright Rd	44	96	206	22.7	40	1	64.7
	Wright Rd to Long Beach Fwy (I-710)	44	96	206	22.7	40	1	64.7
Abbott Rd	E of Martin Luther King Blvd	33	70	151	14.25	40	1	62.7
	W of Atlantic Ave	30	65	141	12.85	40	1	62.2
	Atlantic Ave to Long Beach Fwy (I-710)	32	69	149	14	40	1	62.6
Norton Ave	Long Beach Blvd to California Ave	18	39	83	8.15	35	1	58.8
	California Ave to Imperial Hwy	29	62	134	16.5	35	1	61.9
Imperial Hwy	W of State St	82	177	381	57.1	40	1	68.7
	State Street to Long Beach Blvd	68	146	315	43	40	1	67.5
	Long Beach Blvd to California Ave	70	152	326	45.3	40	1	67.7
	California Ave to Norton Ave	66	141	304	40.8	40	1	67.2
	Norton Ave to Bullis Rd	96	208	447	72.6	40	1	69.7
	Bullis Rd to Atlantic Ave	105	226	486	82.25	40	1	70.3
	Atlantic Ave to Long Beach Fwy (I-710)	120	258	557	100.9	40	1	71.2
Louise Street	West of Long Beach Blvd	7	16	34	2.1	35	1	52.9
Josephine St	West of Long Beach Blvd	34	74	159	21.45	35	1	63.0
	Bullis Rd to Atlantic Ave	36	78	169	23.4	35	1	63.4
Santa Fe Ave	S of Josephine St	41	87	188	19.85	40	1	64.1
	Josephine St to Lynwood Rd	46	99	213	23.9	40	1	64.9
State St	Lynwood Rd to Imperial Hwy	39	84	180	18.6	40	1	63.8
	Imperial Hwy to Martin Luther King Blvd	46	99	212	23.75	40	1	64.9
	N of Martin Luther King Blvd	32	68	147	13.7	40	1	62.5
Long Beach Blvd	Martin Luther King Blvd to Norton Ave	54	117	252	30.75	40	1	66.0
	Norton Ave to Imperial Hwy	57	123	265	33.1	40	1	66.3
	Imperial Hwy to Louise St	90	193	416	65.2	40	1	69.3
	Louise St to Josephine St	90	193	416	65.2	40	1	69.3
	Josephine St to Cedar Ave	86	184	397	60.75	40	1	69.0
	Cedar Ave to Burton Ave	76	165	355	51.3	40	1	68.2
California Ave	Martin Luther King Blvd to Norton Ave	39	85	182	18.9	40	1	63.9
	Norton Ave to Imperial Hwy	47	102	220	25.1	40	1	65.1
Bullis Rd	Imperial Hwy to Martin Luther King Blvd	40	87	187	19.6	40	1	64.1
	Martin Luther King Blvd to Century Fwy	47	101	217	24.6	40	1	65.0
	Century Fwy (I-105) to Josephine St	51	109	235	27.7	40	1	65.6
	Josephine St to Carlin Ave	51	110	238	28.2	40	1	65.6
	S of Carlin Ave	48	103	223	25.5	40	1	65.2
Atlantic Ave	Abbott Rd to Imperial Hwy	62	134	289	37.7	40	1	66.9
	Imperial Hwy to Martin Luther King Blvd	83	178	383	57.6	40	1	68.7
	Martin Luther King Blvd to Century Fwy	76	164	353	51	40	1	68.2
	Century Fwy to Josephine St	69	150	323	44.5	40	1	67.6
	Josephine St to Carlin Ave	64	139	298	39.6	40	1	67.1
	S of Carlin Ave	76	163	352	50.75	40	1	68.2
Wright Rd	I-710 to Martin Luther King Blvd	22	47	101	10.85	35	1	60.1
	South of Martin Luther King Blvd	20	44	94	9.8	35	1	59.6
Long Beach Fwy (I-710)	Rosecerans Ave to Imperial Hwy	479	1032	2224	214	55	3	80.2
Century Fwy (I105)	Alameda St to Long Beach Fwy (I-710)	373	804	1731	147	55	3	78.6

ADT - Average Daily Traffic

equipment in the area. There are no other major causes of noise due to stationary sources.

Noise-Sensitive Receptors

Lynwood has several noise-sensitive land uses. Within the city are a number of public and private schools, day-care centers, and rest homes. The distribution of these facilities varies from moderately quiet residential areas to major transportation corridors.

3.2.0 PROPOSALS

Noise sources in Lynwood are of two general types: transportation-related and non-transportation sources. A local government has little direct control over transportation noise at its source. State and Federal agencies have the responsibility to control noise, such as vehicle noise emission levels, from the source. The most effective method the City has to mitigate transportation noise is through indirectly reducing the impacts of noise on the community through the use of noise barriers and site design review.

Mitigation through the design and construction of a noise barrier (e.g., wall, berm, or combination) is the most common way of alleviating traffic noise impacts. The effect of a noise barrier is critically dependent on the geometry between the noise source and the receiver. A noise barrier effect occurs when the line of sight between the noise source and receiver is penetrated by the barrier. The greater the penetration, the greater the noise reduction. In short, if a noise barrier prevents a person from seeing the source of the noise, then chances are that the barrier is doing its job.

Noise concerns should be incorporated into land use planning to reduce future noise and land use incompatibilities. This is achieved by implementing standards and criteria that specify acceptable limits of noise for various land uses in the city. The criteria are designed to integrate noise mitigation measures with land use planning. Table N-2 presents criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the basis for the development of specific noise standards for Lynwood. Such standards, as presented in Table N-3, present the Environmental Protection Agency (EPA) guidelines related to land uses and acceptable noise levels. These two tables are the primary tools which will allow the City to ensure integrated planning for compatibility between land uses and outdoor noise.

The most effective method to control community noise impacts from non-transportation sources is through a community noise ordinance. The City should adopt and implement a comprehensive noise ordinance to help ensure that Lynwood residents are not exposed to excessive noise levels from non-transportation sources.

3.3.0 GOALS AND POLICIES

NOISE GOAL:

1. Prevent and mitigate the adverse impacts of noise from internal and external sources on Lynwood residents.

NOISE POLICIES:

1. Minimize the impact of traffic-generated noise on residential and other noise-sensitive uses through buffering and modifications to circulation patterns.
2. Work with the California Department of Transportation and the Los Angeles County Transportation Commission to buffer noise impacts of the Century Freeway and the Long Beach-Los Angeles Light Rail System.
3. Reinforce current limits on Los Angeles International Airport flights over the City.

Land Use Category	Community Noise Exposure Ldn or CNEL, dB					
	55	60	65	70	75	80
Residential - Low Density Single Family, Duplex, Mobile Homes						
Residential - Multiple Family						
Transient Lodging - Motels, Hotels						
Schools, Libraries, Churches Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheatres						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Residential						
Industrial, Manufacturing Utilities Agriculture						

Interpretation

Normally Acceptable

Specified Land Use is Satisfactory, Based Upon the Assumption that Any Buildings Involved are of Normal Conventional Construction, Without Any Special Noise Insulation Requirements.

Conditionally Acceptable

New Construction or Development Should be Undertaken Only After a Detailed Analysis of the Noise Reduction Requirement is Made and Needed Noise Insulation Features Included in the Design. Conventional Construction, but with Closed Windows and Fresh Air Supply Systems or Air Conditioning, Will Normally Suffice.

Normally Unacceptable

New Construction or Development Should Generally be Discouraged. If New Construction or Development Does Proceed, a Detailed Analysis of the Noise Reduction Requirements Must be Made and Needed Noise Insulation Features Included in the Design.

Clearly Unacceptable

New Construction or Development Should Generally not be Undertaken.

Table N-2

	Measure	Indoor Activity Interference	Hearing Loss Consideration	To Protect Against Both Effects (b)	Outdoor Activity Interference	Hearing Loss Consideration	To Protect Against Both Effects (b)
Residential with Outside Space and Farm Residences	Ldn	45		45	55		55
	Leq(24)		70			70	
Residential with No Outside Space	Ldn	45		45			
	Leq(24)		70				
Commercial	Leq(24)	(a)	70	70(c)	(a)	70	70(c)
Inside Transportation	Leq(24)	(a)	70	(a)			
Industrial	Leq(24)(d)	(a)	70	70(c)	(a)	70	70(c)
Hospitals	Ldn	45		45	55		55
	Leq(24)		70			70	
Educational	Ldn	45		45	55		55
	Leq(24)		70			70	
Recreational Areas	Leq(24)	(a)	70	70(c)	(a)	70	70(c)
Farm Land and General Unpopulated Land	Leq(24)				(a)	70	70(c)

Code:

- a. Since different types of activities appear to be associated with different levels, identification of a maximum level for activity interference may be difficult except in those circumstances where speech communication is a critical activity.
- b. Based on lowest level.
- c. Based only on hearing loss.
- d. An Leq(8) of 75 dB may be identified in these situations so long as the exposure over the remaining 16 hours per day is low enough to result in a negligible contribution to the 24-hour average, i.e., no greater than an Leq of 60 dB.

Note: Explanation of identified level for hearing loss: The exposure period which results in hearing loss at the identified level is a period of 40 years.

* Refers to energy rather than arithmetic averages.

SOURCE : EPA

Table N-3

Environmental Protection Agency Guidelines

Open Space and Conservation Element

City of Lynwood

4. OPEN SPACE AND CONSERVATION ELEMENT

4.1.0 INTRODUCTION

4.1.1 State Requirements

California state planning law requires that every general plan include a conservation element [Government Code Section 65302(d)] and an open space element [Section 65302(e)]. The conservation element serves to protect and maintain California's natural resources and to prevent their wasteful use and destruction. The open space element must identify goals, policies, and specific measures for managing the community's open space and recreational areas. The Lynwood Open Space and Conservation Element incorporates in one document the required components of both the open space and conservation elements. The issues analyzed include air quality, groundwater, open space, parks, and recreation. Flood control, which is closely associated with both conservation and public safety, is discussed in the Safety Element.

4.1.2 Issues Identification

Because Lynwood is an urban environment that is almost completely built out, existing and potential natural resources and open space are limited. Many of the conservation concerns relevant in less-developed cities are not applicable to Lynwood. The city does not contain any forests, bodies of water, or agricultural land (although in the past the land was used primarily for livestock grazing and farming), nor is it home to substantial plant or wildlife habitats. Urbanization and construction have, over time, replaced and disturbed soils. Significant mineral deposits do not exist. Therefore, conser-

vation issues are restricted primarily to groundwater and regional air quality. Open space issues focus on improving and maintaining what is already present, as well as the hope that the city's school playgrounds, which are currently not open to the public, and some land left over from Century Freeway (I-105) construction can be reclaimed as usable open space. The only other nearby land with recreational potential is the Los Angeles River Channel outside Lynwood's eastern boundary along the Long Beach Freeway.

Natural Resources

Air Quality - The South Coast Air Basin climate is semi-arid and characterized by moist, mild winters and hot, dry summers accompanied by sea breezes; this type of climate is often referred to as "Mediterranean." Wind patterns vary seasonally; western winds prevail in the summer as do north-easterly winds in the winter. Local Southern California weather is affected by winter storms moving along the Pacific Coast, warm tropical air masses, and hot, dry Santa Ana winds caused by high-pressure systems in the Great Basin. The dominant daily wind pattern consists of a daytime sea breeze blowing inland from the ocean, followed by a nighttime land breeze blowing from the inland areas toward the coast.

Lynwood is located about 13 miles inland from the Pacific Ocean. The climate of Lynwood is consistent with the region's temperate weather patterns. The average temperature in January is 55 degrees Fahrenheit, with lows rarely reaching 28 degrees. In July, the temperature averages 70 degrees, with

occasional summer highs over 100 degrees. Precipitation averages about 15 inches per year, with February usually the wettest month.

The South Coast Air Basin, which includes Lynwood, is an area known for its air quality problems. The combination of high pollution levels and unique climatic conditions throughout the basin create a potentially unhealthy environment. Locally, air quality problems in Lynwood result from industries and vehicle emissions within the city as well as traffic on the nearby freeways (e.g., the Harbor and Long Beach freeways) and industries in neighboring cities, such as Long Beach and Torrance. Because daytime breezes in the basin usually blow from the ocean to the valleys, polluted air from areas west of Lynwood often is carried over the city.

The South Coast Air Quality Management District (SCAQMD) monitors pollutant levels within the basin, which is divided into 30 source/receptor areas with at least one monitoring station in each area. Lynwood, located within Source/Receptor Area No. 12, has its own monitoring station. Air quality measurements conclude that in 1988 pollutant levels in Lynwood occasionally exceeded state or federal standards for carbon monoxide (on 57 days), ozone (on 29 days), nitrogen dioxide (on one day), and sulfate (one percent of samples). Lynwood did not exceed standards for sulfur dioxide or lead. Of all SCAQMD air monitoring stations, Lynwood exceeded carbon monoxide levels annually in 1986, 1987, and 1988 on more days than any other station. Hawthorne, which came in a dubious second, exceeded the state carbon monoxide standard on 31 days in 1988. Carbon monoxide results almost exclusively from motor vehicles; the future operation of the Century

Freeway through Lynwood will add to the city's problem.

Although SCAQMD utilizes both state and federal standards, California state standards are the stricter of the two. Numerical standards, however, cannot be equated with human discomfort. People may suffer breathing difficulty, eye irritation, and other discomforts regardless of the data calculations at the monitoring station.

The Federal Clean Air Act requires that all areas prepare plans for the attainment and maintenance of national clean air standards. Regionally, the Lewis Air Quality Management Act requires that the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) prepare and regularly revise a plan that demonstrates how the area can meet both federal and state standards at the earliest possible date using reasonable control measures.

SCAQMD, in conjunction with SCAG, has developed a series of plans and programs designed to reduce air pollution in the basin. One such comprehensive policy document is the Air Quality Management Plan (AQMP) (revised 1988), which includes alternative land use planning strategies to reduce vehicle emissions, and technological improvements to reduce stationary pollution sources. Every jurisdiction has the responsibility to adopt regulations intended to achieve regional air quality standards and goals.

Water Resources - Water resources within Lynwood are limited to the wells and reservoir that provide drinking water to the community. The City-owned water department maintains the water lines, three 100,000-gallon-capacity elevated water storage tanks, and a three-million-gallon reservoir. Addi-

tional water is purchased from the Metropolitan Water District (MWD), which has been importing water from as far away as the Colorado River since the 1920s.

Water quality control responsibilities for Lynwood rest with the Lynwood Water Department, the Environmental Protection Agency (EPA), the State Department of Health Services, the Los Angeles Regional Quality Control Board, and Los Angeles County. The California Safe Drinking Water Act sets standards for public water systems.

Open Space

Open space resources in Lynwood are limited to existing parks. Local parks are administered and maintained by the Lynwood Recreation and Parks Department, which is headquartered in the community center in Lynwood Park. The department is responsible for the operation and function of all park playgrounds and facilities, including Lynwood Park, Ham Park, Lindbergh Park, the natatorium (City swimming pool), Bateman Hall, the community center, the Teen Resource Center, and the State Street landscaped rotary circles (Carnation Park and Rose Park). Public recreational programs are organized and supervised by the Lynwood Recreation and Parks Department. The department also plans and coordinates social activities such as entertainment, road trips, day camps, and tours for all ages. Table OS-1 and Figure OS-1 outline open space and recreational facilities in Lynwood.

Lynwood Park is centrally located, and Ham Memorial park is near the city's eastern edge. Lindbergh Park is adjacent to Lindbergh Elementary School in the city's southwest corner. The city includes over 50 acres of school playground area; however, the

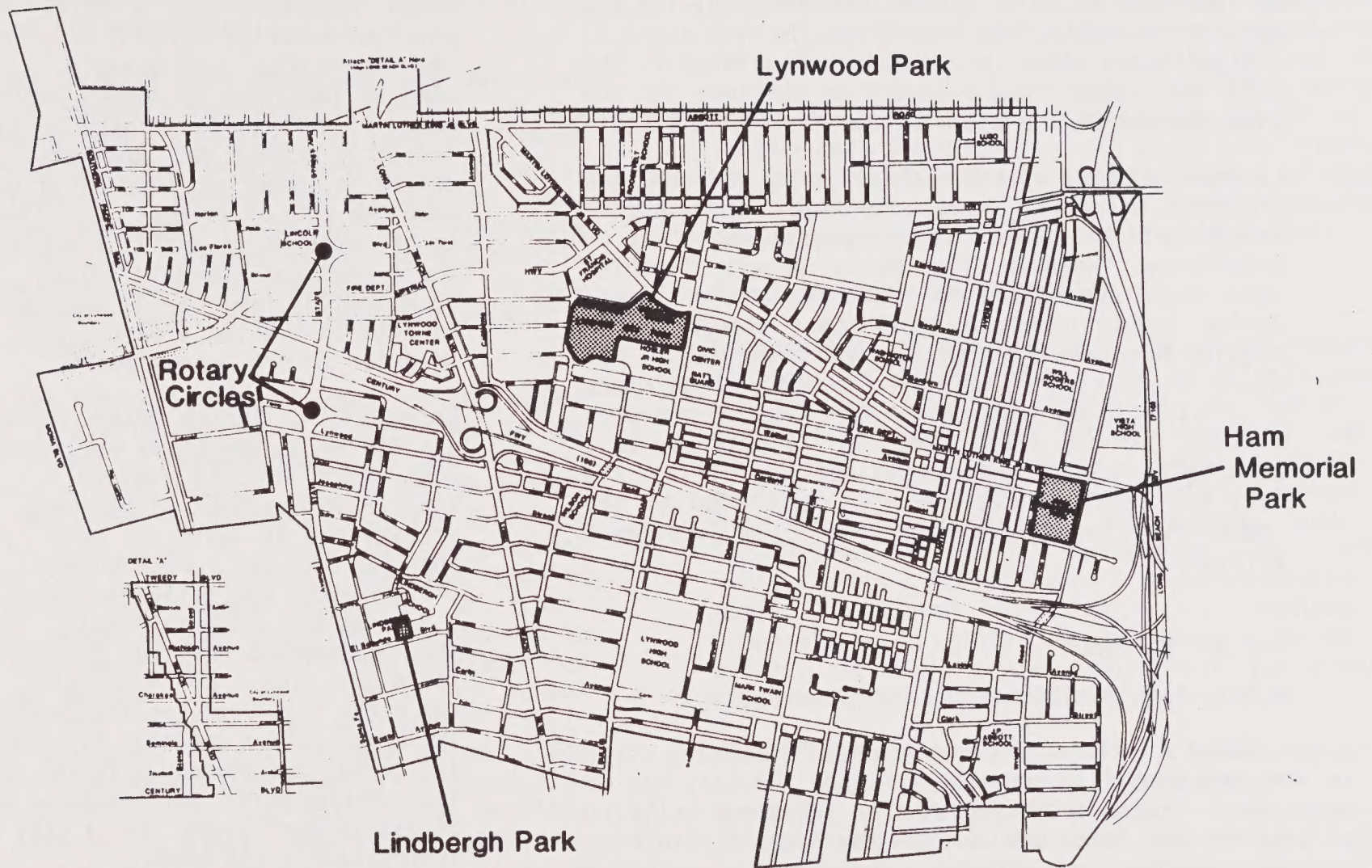
playgrounds are not open to the public. Frequent vandalism and graffiti attacks have necessitated the fencing off of all Lynwood school sites, with 24-hour security patrols at several locations. Although school sites are identified in Figure OS-1, they are not included in Table OS-1 because the playgrounds remain inaccessible to the general public. In conjunction with the Lynwood Unified School District, the Recreation and Parks Department does offer organized drop-in activities (e.g., sports, arts and crafts, music) at various school sites during limited hours (e.g., 3 to 5 p.m. on weekdays).

Construction of the Century Freeway, when completed, may result in some surplus land initially cleared for the freeway which may be available for usable open space. The City acquired three surplus freeway parcels in 1989 for parkland use. Also, the Los Angeles River Channel, adjacent to the Long Beach Freeway and outside Lynwood's eastern boundary, may provide open space opportunities if County funding becomes available. Other nearby public parks outside Lynwood's borders include South Gate Park and golf course, Hollydale Park, Willowbrook Park, and Will Rogers Memorial Park. Compton College, south of Lynwood off Long Beach Boulevard, also offers its facilities to Lynwood residents.

The City of Lynwood has adopted as a goal 2.5 acres of usable park space for each 1,000 residents. Usable space can be active (e.g., sports fields) or passive (e.g., picnic areas) as long as it is accessible to the public. With a population of approximately 54,000, Lynwood includes about 98 acres of park and school open space, for a ratio of 1.8 acres per 1,000 residents. However, as noted above, the 52 acres of school playgrounds are currently not open to the public due to vandalism.

**TABLE OS-1
LYNWOOD PUBLIC RECREATION FACILITIES**

Facility	Area	Amenities	Facility	Area	Amenities
1. Lynwood Park - Century Blvd.	32.4 acres	Lighted tennis courts, baseball and softball fields; small ball fields; shuffleboard courts; horseshoe pits; playground equipment and children's sand area; picnic shelters; wading pool; fire ring area; restrooms; gazebo; basketball courts; volleyball area; senior citizens center.	6. Lindbergh Park - El Segundo Blvd.	0.5 acre	Playground equipment with children's sand area; picnic area with tables and barbecue braziers.
2. Community Center - Lynwood Park	-	Gym; meeting rooms.	7. Bateman Hall - Civic Center	-	Auditorium (600 seats); two meeting rooms (each 150 capacity); dining and kitchen facilities.
3. Natatorium - Lynwood Park	-	Fifty-meter swimming pool (ten months per year); locker rooms; showers.	8. Carnation Park and Rose Park - State St.	3.0 acres total	Landscaped rotary circles.
4. Teen Resource Center - 11409 Birch St.	-	Multi-use facility; games; tutoring.	TOTAL OPEN SPACE AREA:	46.1 acres	
5. Ham Memorial Park - Wright Rd.	10.2 acres	Lighted softball field; picnic areas with tables and barbecue braziers; basketball court; wall board; tether ball poles; volleyball court; enclosed patio; meeting rooms; art house; playground equipment with children's sand area.	Source:	City of Lynwood; Jim Given, Lynwood Recreation and Parks Department; Phil Bradfield, Lynwood Unified School District; aerial photos.	



SOURCE: Lynwood Recreation and Parks Dept.

0 2400
 cba ↑ North scale in feet

and graffiti problems. Since Lynwood is an urban environment, there is little land available for new parks. Therefore, the lack of usable open space is a significant issue in Lynwood. In particular, the City has identified a need for parkland in the southeast portion of the city near Mark Twain School.

Landscaped areas within parkways, road medians, and private residential and commercial developments provide visual relief for the passing motorist or pedestrian. However, they do not provide "usable" open space convenient to the community at large. Zoning regulations and development standards can require more open space within new developments, but since landscaping is not rentable space, developers find little incentive to offer more than the required minimum. If new developments will contribute to a need for park space and recreational facilities, the City can require developers to contribute to the improvement, maintenance, and creation of City-owned parkland.

4.2.0 PROPOSALS

4.2.1 Park Facilities and Open Space Plan

Lynwood's parks and recreation facilities are vital to the community, especially since the city has no other sizable open spaces. The goals and policies in the Open Space and Conservation Element recognize the importance of upgrading and maintaining existing sites, the hope for utilizing school playgrounds once again in a safe environment, and the possibilities of creating new usable open space from the freeway and river corridors.

The various functions of parks are largely determined by physical factors such as acreage,

facilities, and location. However, the manner in which residents use a park, regardless of its physical description, will help define that park for the community. For example, is the park usually used at lunchtime by nearby employees (such as Ham Memorial Park)? Is it used primarily by teenagers for after school get-togethers? Is the park perceived as dangerous, whether or not it has actually been the site of crimes? Over time, parks establish these patterns of activity not directly related to their physical characteristics. For this reason, it is equally important to consider the human factor in both describing a park's uses and analyzing the need for future improvements.

Using the criterion noted above in Issues Identification, Lynwood does not provide adequate usable open space for its residents. Not counting the inaccessible school playgrounds, the city has approximately 46 acres of parks, which equals less than one acre per 1,000 residents. Including school playgrounds, the ratio increases to approximately 1.8 acres per 1,000 residents. This is still under the recommended ratio of 2.5 acres of usable open space per each 1,000 residents. In order to meet the city's criterion for its current population (not including future growth), Lynwood will have to make its school playgrounds safe and available, maintain its existing parks, and create an additional 37 acres of usable park space, for a City parkland total of approximately 135 acres.

The Lynwood Recreation and Parks Department assesses and monitors the city's needs for new and expanded parks and recreational facilities. When new parkland becomes available, the department should be consulted to help devise viable and innovative

plans for the parkland's facilities for use by all segments of the population.

The current lack of park space and the potential increase in Lynwood's population is directly related to the City's land use policy. The Land Use Element is concerned specifically with identifying potential new development in Lynwood and guides the type, location, and density of future land use. Open Space goals and policies included in Section 3.0 of this Open Space and Conservation Element address the land use and social issues associated with Lynwood's public parkland.

Based on the City's land use policy and subsequent potential population buildout as described in the Land Use Element, Lynwood could be home to approximately 67,800 people. Assuming that this buildout population is reached, the city will have a ratio of 1.65 acres of parks, including school areas, for each 1,000 residents. The importance of making school playgrounds available for public recreation cannot be overstated because Lynwood is an urban environment with little land available for new, large parks. If the 52 acres of school playgrounds are re-opened to the public, their continued existence cannot be guaranteed since schools are sometimes closed down. If a school site does become available, the City could possibly create a park in its place. However, it should be recognized that any city's cost of buying land and maintaining a public park is often in conflict with its need to accumulate city revenue through the property taxes and sales tax revenues that could be collected from residential, industrial, and commercial development on that land.

In order to provide full recreational opportunity for all residents, parks must be well-maintained. This should be the first priority of any park facilities and open space plan. Specific improvements can be made to existing park facilities to enhance both their function and appearance, starting with the repair and regular maintenance of equipment, buildings, and grounds. Another immediate goal of the City is to expand Lindbergh Park.

4.2.2 Natural Resources Plan

Conservation of mineral, air, and water resources is important at any level. The relatively small-scale preservation and protection actions of individual localities and jurisdictions can combine to benefit an entire region. Regional plans and policies - such as the SCAG Prototype Transportation/Land Use Ordinance and Report, and the SCAQMD/SCAG Air Quality Management Plan - offer realistic means for achieving long-term conservation goals. Lynwood, therefore, will continue to cooperate with state and regional agencies in efforts to improve the environment and prolong supplies of vital, nonrenewable resources.

Mineral Resources - Lynwood is a highly urbanized area. Substantial mineral deposits do not exist. However, construction and industry do use resources from sources outside the city. Existing and future industry and construction should be committed to preserving and protecting the mineral resources utilized as part of their operations.

Air Quality - The South Coast Air Quality Management District (SCAQMD) has published, and continues to publish and update, several documents outlining strategies for improving air quality. Many of these

strategies rely on technologically advanced methods and instruments to reduce point source emissions. In order to utilize advanced technology and comply with stricter emissions regulations, many industries will need to install new pollution control devices. Other industries will be encouraged to use cleaner burning fuels such as natural gas and methanol. Through its development standards, Lynwood can help ensure that industries comply with SCAQMD regulations.

Motor vehicles account for the highest proportion of emissions throughout the South Coast Air Basin. Consequently, a reduction in total vehicle miles will benefit local and regional air quality. Regional air quality plans recommend several means for eliminating some vehicle trips and miles, including public transportation, transportation management systems (TMS), and efficient, sensible land use planning intended to provide housing closer to workplaces. In December 1987, SCAQMD adopted Regulation XV, which requires trip reduction and ridesharing programs for all employers who employ 100 or more persons at a worksite. Regulation XV includes detailed mandatory policies aimed at significantly reducing commuter vehicle trips.

Water Resources - Water conservation programs are sponsored primarily by water agencies. Among other policies, these agencies recommend the use of drought-resistant (i.e., xeriscape) landscaping and water-saving irrigation. Through development standards, the City can incorporate water conservation requirements into new development. Suggested measures include, among others, low-flow shower heads, low-flush toilets, flow restrictors, drip irrigation, and xeriscape landscaping. The City

will also continue to cooperate with regional water conservation programs.

As for groundwater quality control, Lynwood will continue to work with responsible agencies to help ensure a clean, safe supply of water to all residents.

4.3.0 GOALS AND POLICIES

OPEN SPACE AND CONSERVATION GOALS:

1. Place open space and expanded recreational opportunities as priorities in neighborhood-based planning.
2. Ensure that parks are compatible with adjacent uses and provide a safe and high-quality recreational experience.
3. Provide a diversity of recreational programs that serve the needs of Lynwood's diverse population.

OPEN SPACE AND CONSERVATION POLICIES:

1. Promote the concept of neighborhood parks and establish as a priority for public funding the acquisition and development of neighborhood recreational and park facilities in areas where there is a current shortage of parks.
2. Provide for the design of parks and other recreational facilities so as to promote their security and policing.

3. Consider the feasibility of the joint use of school yards and church lands as parks and recreational facilities.
4. Develop programs for utilizing surplus Century Freeway properties to expand recreational opportunities for Lynwood residents.
5. Establish a park impact fee to provide funds for more parkland.
6. Encourage social services provided by the Lynwood Recreation and Parks Department, such as those for child care, latch-key children, and the Teen Resource Center.
7. Provide accessibility for disabled persons and other special-needs groups to all open space, parkland, and recreational facilities.
8. Encourage recreational facilities in heavily used areas, such as the Lynwood Towne Center vicinity.
9. Endorse regional and local air quality and transportation management plans in order to reduce air pollution emissions and vehicular trips.

Safety Element

City of Lynwood

5. SAFETY ELEMENT

5.1.0 INTRODUCTION

5.1.1 State Requirements

All citizens living or working in Lynwood have the right to expect protection from natural and man-made hazards and potential disasters which may threaten human health, safety, and welfare. The Safety Element identifies hazards and potential disasters, and provides ways to reduce the risk of property damage, injury, and loss of life associated with living in a densely developed urban environment such as Lynwood.

California State law requires every safety element to include the following components:

The identification, mapping, and appraisal of seismic hazards that should be of concern, including areas subject to liquefaction, ground-shaking, surface rupture, or seismic sea waves [Section 65302(f)];

An appraisal of mudslides, landslides, and slope instability which might result from a seismic disturbance [Section 65302(f)]; and

The identification of the potential for fires and other natural and man-made disasters, as well as measures designed to reduce the loss of life, injury, and damage to property [Section 65302(i)].

The Lynwood General Plan Safety Element also serves as an introduction to the city's Emergency Plan, which is a preparedness document detailing the

city's planned response to a major emergency such as a nuclear attack, dam failure, or catastrophic earthquake. Lynwood is a partner in a 23-city joint-powers agreement for emergency preparedness. The cities are defined by the County as Civil Defense Area E, which includes the southwest portion of Los Angeles County. The Emergency Plan is coordinated among the joint-powers cities to include information relevant collectively to all the cities as well as attachments and appendices specific to Lynwood. In October 1988, the document was submitted to the State Office of Emergency Services for their review.

The most visible aspects of day-to-day community safety involve police and fire protection. The Los Angeles County Sheriff and the Lynwood Fire Department provide these services. Their personnel, equipment, and ability to perform their respective duties are discussed in this element.

5.1.2 Issues Identification

Lynwood is relatively free of many natural hazards - such as forest fires and landslides - that exist in less urbanized environments. However, the city's densely developed setting results in potentially significant vulnerability to man-made threats to public health and safety, such as hazardous materials and crime.

Police Protection

Police protection in Lynwood is provided by the Los Angeles County Sheriff station at 11330 Bullis Road in the Civic Center complex. As of August 1989, total station personnel included 171 sworn officers

and 20 civilians. The City of Lynwood contracts for 20 sworn patrol personnel, not including relief positions, during each 24-hour period. Service is provided 24 hours a day within the following eight-hour patrol shifts:

Early morning (10 p.m. - 6 a.m.) - 1 one-officer traffic car, 2 one-officer criminal cars, and 1 two-officer criminal car;

Day (6 a.m. - 2 p.m.) - 3 one-officer traffic cars, 3 one-officer criminal cars;

Evening (2 p.m. - 10 p.m.) - 3 one-officer traffic cars, 4 one-officer criminal cars, and 1 two-officer criminal car.

The distinction between patrol personnel contracted to work within the City of Lynwood and other sworn personnel assigned to Lynwood Station is important. Barring extreme or life-threatening situations, the City receives only the 20 patrol personnel and associated police services that it pays for in its contract with the County.

Based on recent statistics developed by the Sheriff's Department in Lynwood, the station's average response time to calls is three minutes for an emergency and eight-to-ten minutes for a nonemergency.

With a January 1989 estimated population of 53,700, Lynwood averages one sworn officer for every 2,685 residents. If the number of sworn officers remains the same throughout the time span of the General Plan, at buildout the ratio will be one officer for every 3,390 residents. To retain the current ratio at city buildout, five officers would have to be added to the force.

Although it is a statistical indicator of police protection in a community, the ratio of sworn officers to residents is not intended to be the yardstick by which effective police protection is measured. However, according to the Commander of Lynwood Station, the 1:2,685 ratio clearly justifies an increase in the number of contracted patrol personnel for Lynwood. With a total of 20 patrol officers for a population of almost 54,000, Lynwood Station is limited in its ability to provide for the community's safety. In an attempt to rectify the situation, a proposal was submitted in March 1989, recommending that the City contract for one additional 40-hour, one-officer traffic car and one additional 56-hour, two-officer criminal car.

In a poll of Lynwood Station's watch commanders, supervisors, and staff, the following additional long-range suggestion was made:

Increase the contract with the City to include additional sworn personnel for deployment as a directed patrol team that could be assigned to mitigate and help prevent special problems in Lynwood - such as burglary, vehicle theft, graffiti, illegal vendors, and other unique or recurrent problems.

Fire Protection

Two types of fire hazards are possible - wildland and structural. Wildland fires refer to those fires in undeveloped areas which have the potential to destroy vegetation, wildlife habitats, and the watershed. These fires originate outside of structures and are generally caused by carelessness with matches, cigarettes, or campfires. Due to Lynwood's

urbanized location, wildland fires are of little concern.

Structural fires originate within a building or structure and are usually caused by carelessness, faulty equipment, or lack of fire prevention precautions. Urban fires have the potential to destroy millions of dollars worth of property, especially in a city as densely developed with wood-frame structures as is Lynwood. Because the city's industries store flammable materials (e.g., paper products, chemicals, solvents), special attention must be given to ensure adequate fire safety.

Fire protection in Lynwood is provided by the Lynwood Fire Department with personnel and equipment located at the following stations:

Station #1 (Headquarters, 3161 Imperial Highway) - A minimum of six personnel on duty at any one time. Equipment: Engine #31, Rescue Squad #341, Snorkel Elevated Platform #311, and one pumper.

Station #2 (4264 Martin Luther King Jr. Boulevard) - A minimum of three personnel on duty at any one time. Equipment: Engine #32 and Reserve Engine #321.

The department has available each day up to two reserve firefighters who are usually at Station #1, although one may be at Station #2, depending on the day's duties. The department also includes one trainee who learns fire operations and assists the firefighters.

The South-East Cities Mutual Aid Pact includes Lynwood, Compton, Downey, Montebello, Santa Fe

Springs, and Vernon. Under this agreement, the cities share firefighters and equipment as needed to help ensure the efficient use of fire protection resources.

The Insurance Services Office (ISO) rates fire protection for jurisdictions throughout the United States on a 1 to 10 scale, with 1 being the best. Fire insurance companies use the ISO ratings to establish premiums. Lynwood's rating is 4 for the city's structures as well as the department's services. Although Lynwood's rating represents above-average fire protection, the fire department has identified a need for several more personnel (mostly firefighters) and another pumper truck (the existing reserve truck is over 20 years old).

Natural Hazards

Lynwood's exposure to natural hazards is limited to potential earthquakes and floods.

Earthquakes: No known or suspected earthquake faults traverse Lynwood. Therefore, no Alquist-Priolo Special Study Zones exist in the city. However, the city is located in a seismically active region with many active and potentially active faults in the surrounding area, as shown in Figure S-1. An active fault is one which has shown movement within the past 11,000 years. Several active faults are considered capable of causing damage to Lynwood, including the Newport-Inglewood, San Andreas, Sierra Madre, Whittier, and Elysian Hills. Potentially active faults in the vicinity include the Norwalk, Raymond Hill, Malibu Coast-Santa Monica-Hollywood, and Verdugo.

Table S-1 provides details about potential earthquakes that could affect Lynwood.

TABLE S-1

MAXIMUM CREDIBLE/PROBABLE EARTHQUAKE¹

Fault	Minimum Distance From Site (miles)	Maximum Credible Magnitude (Richter)	Maximum Credible Bedrock Acceleration at Site (gravity)	Maximum Probable Magnitude (Richter)	Maximum Probable Bedrock Acceleration at Site (gravity)
Malibu Coast - Santa Monica - Hollywood	12	7.5	0.38	6.5	0.42
Newport-Inglewood	3	7.0	0.60	6.5	0.55
Norwalk	9	0.33	6.5	7.0	0.37
Raymond Hill	12	7.5	0.39	6.5	0.28
San Andreas	45	8.3	0.17	8.3	0.17
Sierra Madre	21	6.5	0.15	6.5	0.15
Verdugo	16	6.5	0.23	6.5	0.23
Whittier	12	7.5	0.40	6.5	0.28

1 = Maximum credible based upon empirical data; very low probability of occurrence. Maximum probable based upon historical record and geologic evidence; low to moderate probability of occurrence.

Note: A previously unidentified fault, now known as the Elysian Hills Fault, has been identified as responsible for the 5.9-magnitude fault has made its exact location impossible to identify.

Source: California Division of Mines and Geology, 1974 and 1989.

California Institute of Technology, 1988.

Kovacs-Byer and Associates, 1987.

Geologic evidence suggests that the San Andreas Fault has a 50 percent chance of producing a major earthquake (7.5 to 8.3 Richter magnitude) within the next 30 years. An earthquake of this magnitude is comparable to the San Francisco quake of 1906. Depending on the time of day, such an earthquake would result in between 3,000 and 13,000 deaths in Southern California. However, due to its proximity to more populated areas, a major earthquake along the Newport-Inglewood Fault would result in even more damage and deaths. The San Andreas Fault is approximately 45 miles from Lynwood, while the Newport-Inglewood Fault is only about three miles away. In Lynwood, the impact of a 7.0 quake along the Newport-Inglewood would be greater than an 8.0 along the San Andreas (Mines & Geology Special Publication 99). The 1933 Long Beach earthquake was caused by the Newport-Inglewood Fault and measured 6.3 on the Richter Scale.

The Elysian Hills Fault, unidentified prior to the October 1987 earthquake, may pose a substantial threat to Lynwood. This fault is currently the subject of intense investigation; however, its great depth has made its precise location impossible.

The potential effects of any earthquake include surface rupture (actual ground displacement), ground-shaking, liquefaction (quicksand-like soil conditions), settlement (soil settling as groundwater is withdrawn), and tsunamis/seiches ("tidal waves"). The occurrence of any one of these effects is dependent on the interaction of several conditions, including earthquake intensity, distance from epicenter, soil types, and moisture content of soil.

The State Department of Water Resources has investigated the Gaspar Aquifer, which underlies all of Lynwood and much of the surrounding area. Any potential for liquefaction and settlement in Lynwood is based on this underground body of water. The aquifer is 23 miles long and 1 to 5.5 miles wide, with a minimum depth of 150 feet at the Rio Hondo and a maximum thickness of 120 feet.

According to Water Resources (Bulletin No. 104), the Gaspar Aquifer "has apparently not been affected by faulting." This historical conclusion, however, does not address the possibility that Southern California's most intense earthquake may still be in its future.

The California Department of Conservation, Division of Mines and Geology, has conducted studies that analyze the potential damage possible from a major earthquake. In particular, two studies (Special Publications 60 and 99) estimate the effects of a major earthquake along the San Andreas Fault and the Newport-Inglewood Fault, respectively. If an 8.3-magnitude quake were to occur along the San Andreas, Lynwood would suffer a strong shock, including the overthrow of movable objects, the ringing of church bells, and the falling of plaster, but without major damage to buildings. Such a quake would present no potential for surface rupture, liquefaction, settlement, landsliding, or tidal waves in Lynwood.

If a 7.0-magnitude earthquake were to occur along the Newport-Inglewood Fault, Lynwood and the Los Angeles area would suffer greater damage. Effects in Lynwood would include: considerable damage to masonry structures built especially to withstand earthquakes; throwing out of plumb of some wood-frame houses built especially to withstand quakes;

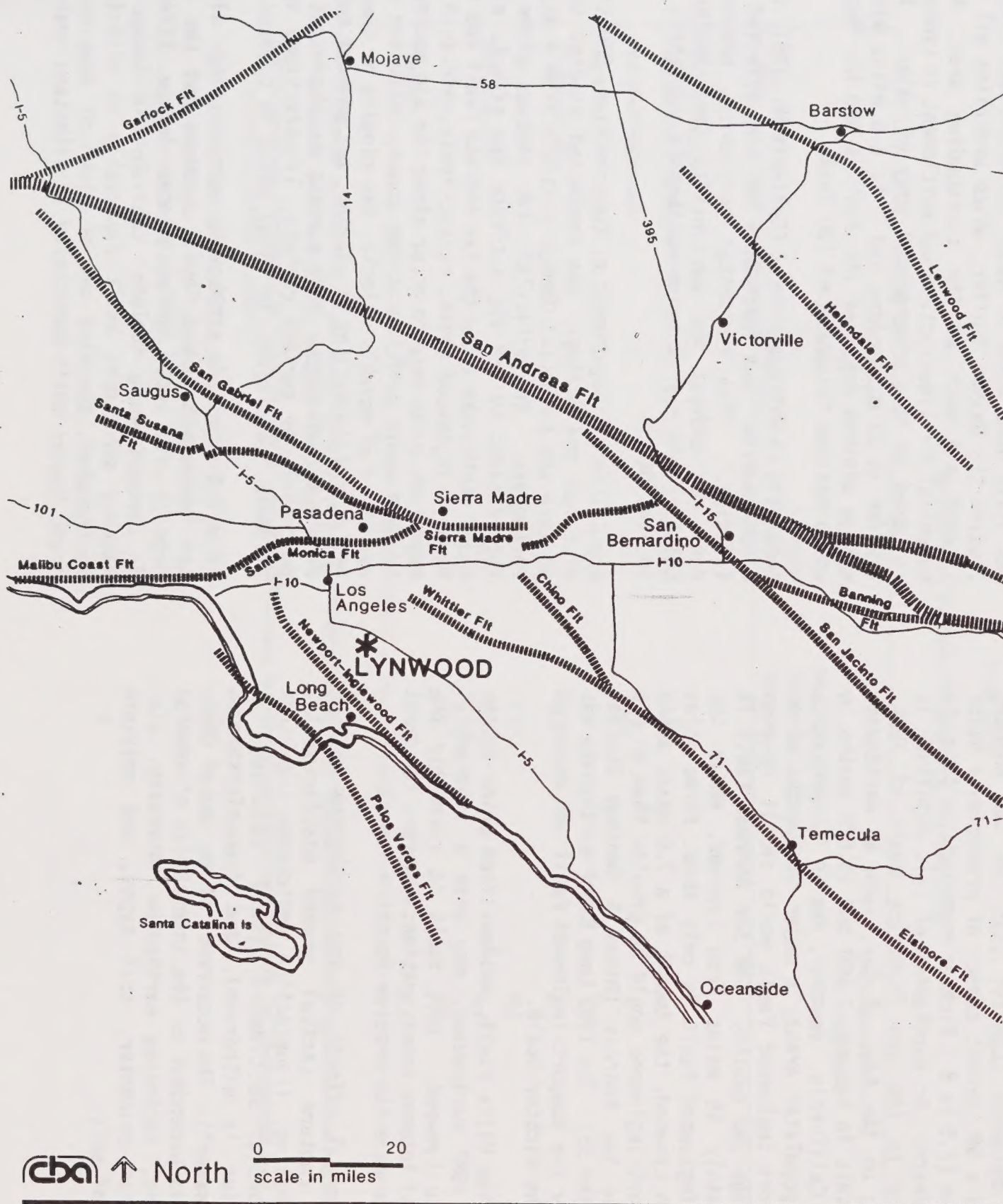
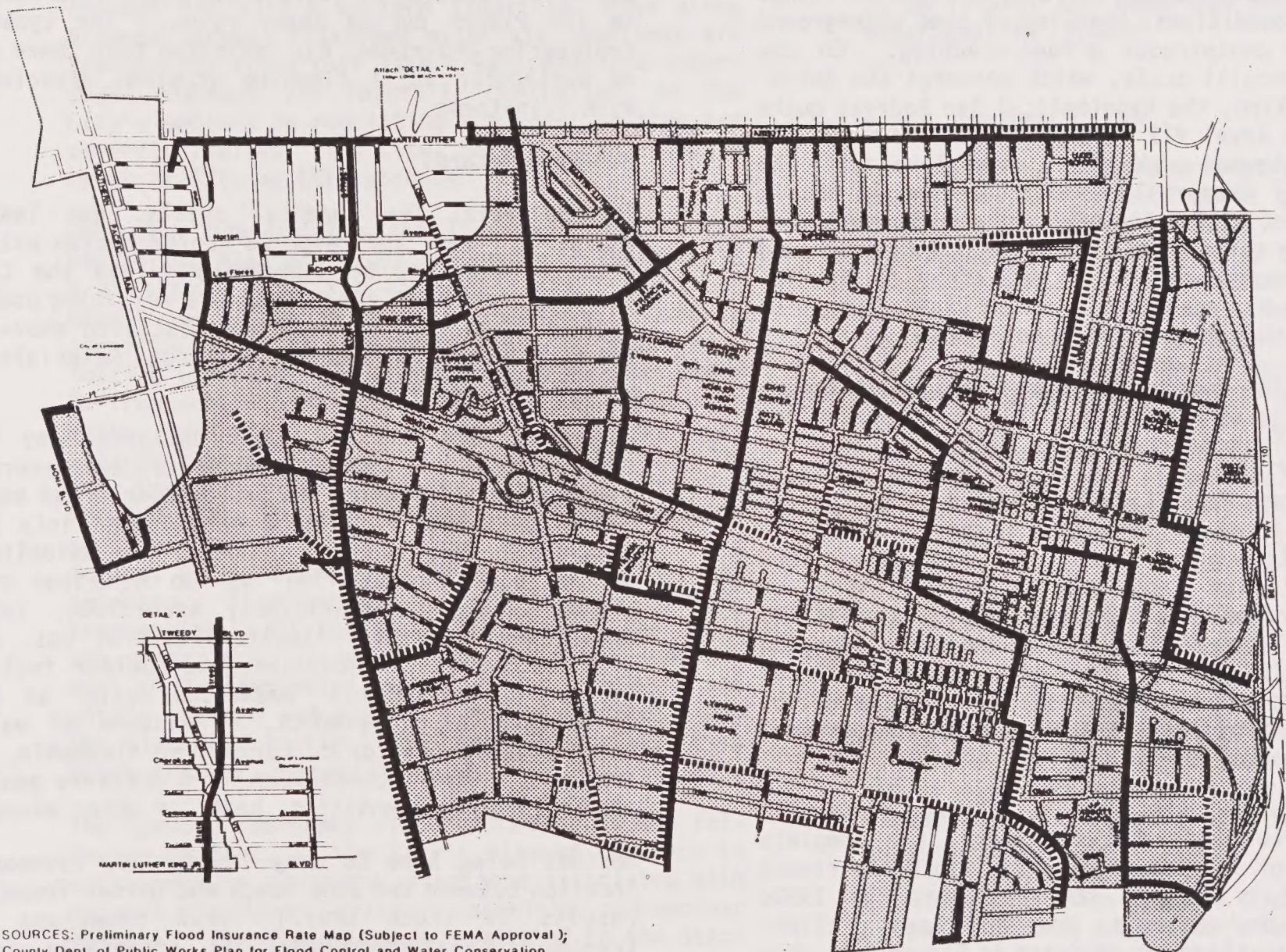


Figure S-1
Regional Faults



-  Areas of 100-year shallow flooding (1-3 feet); remainder of city has minimal potential for flooding
-  Existing L.A.C.D.P.W. Channel and Storm Drains
-  Drainage Need

Figure S-2
Flood Control and
Potential Flood Hazard

SOURCES: Preliminary Flood Insurance Rate Map (Subject to FEMA Approval);
County Dept. of Public Works Plan for Flood Control and Water Conservation

0 1650
North scale in feet

great damage to substantial masonry buildings, including some collapse; shifting of frame buildings off their foundations; breaking of some underground pipes; and conspicuous ground-cracking. On the Modified Mercalli scale, which measures the intensity of shaking, the hypothetical San Andreas quake would reach level VII of a possible XII, while the Newport-Inglewood quake would reach level IX. The hypothetical Newport-Inglewood quake would pose a medium potential for liquefaction, which means that solid, sandy soils might turn liquid - like quicksand - due to ground-shaking. According to Special Publication 99, practically all of Lynwood would be subject to this liquefaction potential.

Flooding: The Federal Emergency Management Agency (FEMA) maintains the National Flood Insurance Program to help property owners determine areas of potential flooding. The agency publishes Flood Insurance Rate Maps (FIRMs) to help insurers determine flood insurance premiums. Figure S-2 depicts areas in Lynwood subject to a 100-year flood according to the current preliminary FIRM, which must be approved by FEMA before it becomes official. A 100-year flood is one with an intensity expected once every 100 years. The figure also illustrates the existing and needed channels and storm drains as identified by the Los Angeles County Department of Public Works.

Although flooding was a serious problem in Lynwood in the first half of the century, the complete channeling of the Los Angeles and Rio Hondo rivers on the city's eastern border during the 1950s eliminated many concerns. However, recent preliminary investigations, as depicted in Figure S-2, show that almost the entire City of Lynwood, as well as its neighboring cities, are subject to a 100-year

flood. This possibility is due primarily to the potential blocking of storm drain pipes from debris in the rivers during heavy rains. The Lynwood Engineering Department has indicated that there are no particular local flooding problems associated with rainstorms.

Man-Made Hazards

The potential for chemical spills, gas leaks, explosive fires, and resource contamination exists from the presence of industries within the City limits. Structural fires, a hazard resulting usually from human carelessness, are discussed above in the Fire Protection section. Hazardous materials in Lynwood are addressed below.

Hazardous Materials: Lynwood contains many industries that use hazardous materials and generate hazardous wastes, which can create widespread emergency conditions if spilled or released into the atmosphere. The California General Plan Guidelines define "hazardous material" as "an injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquified natural gas, explosives, volatile chemicals, and nuclear fuels." California law defines "hazardous waste" as any waste material, by-product, or mixture of waste material which is toxic, corrosive, flammable, an irritant, a strong sensitizer, or a pressure generator through decomposition, heat, or other means.

Besides being home to many industries, Lynwood's location between the Long Beach and Harbor freeways results in truck traffic that sometimes is transporting hazardous materials, especially along Imperial Highway. The completion of the Century Freeway will most likely result in more vehicles transporting hazardous materials through Lynwood.

Also, the Southern Pacific Railroad runs north-south through the city's western industrial edge along Alameda Street; hazardous materials sometimes are transported along this line. Railroads and interstate highways are federally controlled, so the City's options in regulating transport on them are severely limited. The City, however, can regulate truck traffic on City streets.

Emergency preparedness and land use planning can reduce the risk of injury and property loss should a hazardous materials accident occur. "Right-to-know" laws authorize city and county officials to identify high-risk industries and work toward minimizing the population's exposure to hazards. The Environmental Protection Agency (EPA) Toxic and Waste Management Division licenses and monitors hazardous waste generators throughout Los Angeles and other counties. Table S-2 and Figure S-3 identify the establishments in Lynwood which generate toxic and hazardous wastes. The EPA defines establishments according to three uses: 1) generator, 2) treatment/storage/disposal, and 3) transporter. All but three listings in the table are generators, as noted. As would be expected, most of the identified facilities are located in the city's western and eastern industrial areas along the Alameda Street/railroad corridor and the Long Beach Freeway, respectively.

The Lynwood Emergency Plan, discussed in the following section, is the City's planned response to extraordinary emergency situations associated with natural disasters, hazardous materials, and nuclear defense. The plan has been submitted to the State Office of Emergency Services (OES), where it is being reviewed. Once the plan is approved by OES, Lynwood City Council approval will be required to make the

plan an official City document. The current text is on file at the fire stations and the Sheriff's Department in Lynwood.

5.2.0 PROPOSALS

For emergency preparedness purposes, Los Angeles County is divided into seven geographical areas, with Lynwood included in Area E - Cities in Southeast Los Angeles County. Area E boundary lines are roughly defined by Monterey Park, San Gabriel, and South El Monte on the north; the Orange County Line on the east; Long Beach on the south; and Los Angeles City on the west. Of the 25 incorporated cities in Area E, 23 and the County are included in a joint-powers agreement of mutual and coordinated aid. The guiding document for the joint powers is the draft Emergency Plan, which includes sections pertaining to all the cities collectively as well as attachments and appendices contributed by each city for its own specific requirements.

The plan does not apply to normal day-to-day emergencies and well-established procedures. Rather, it focuses on potential large-scale disasters that can require unique emergency responses. The plan is considered a preparedness document - intended to be understood by all involved authorities before an emergency. It is designed to include Lynwood as part of a statewide emergency management system.

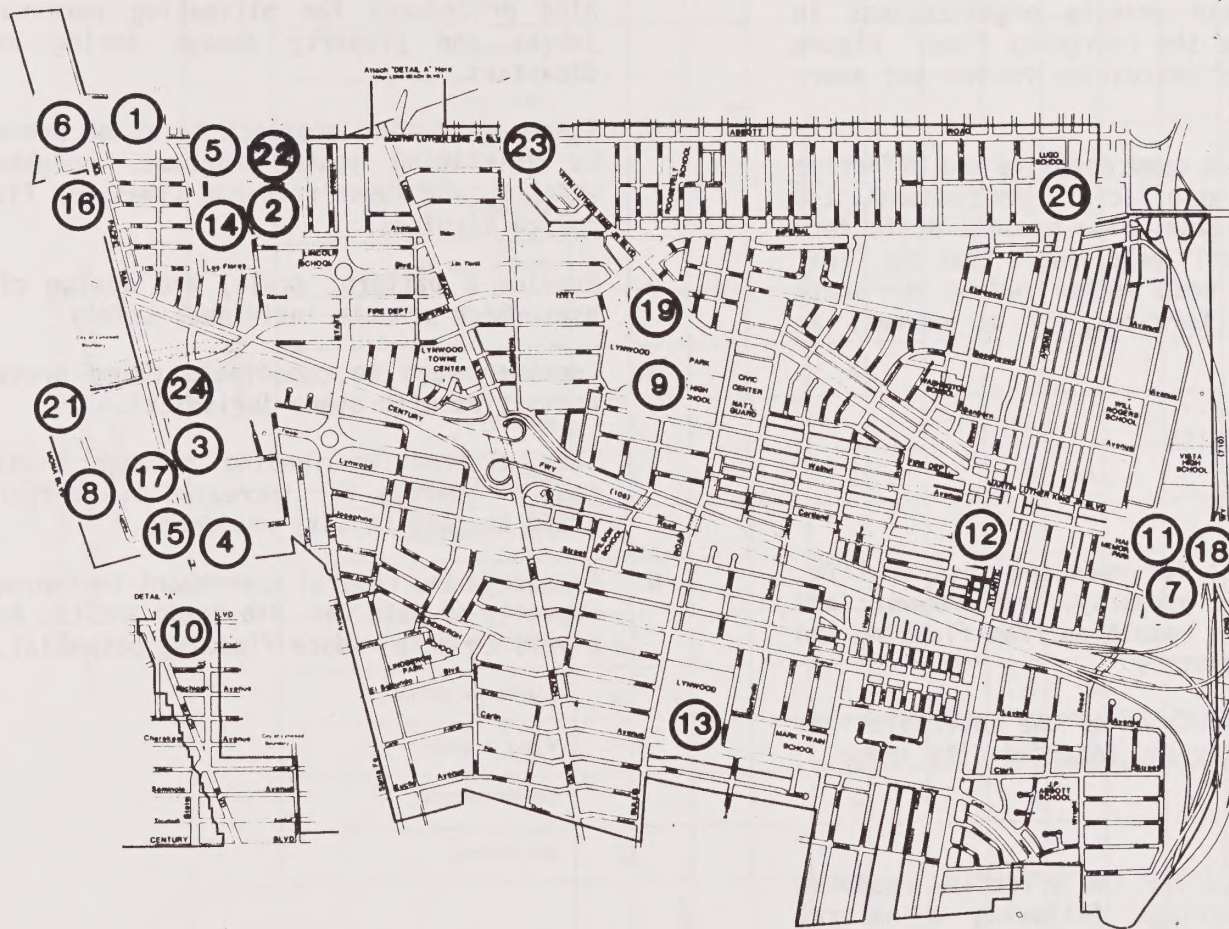
The Emergency Plan details a coordinated plan of responsibilities of the contributing city, county, state, and federal agencies. Specific emergencies addressed include major earthquakes, hazardous materials incidents, imminent/actual flooding, imminent/actual dam failure, and nuclear attacks. The

TABLE S-2
TOXIC AND HAZARDOUS WASTE GENERATORS IN LYWOOD

Establishment	Address	Establishment	Address
1. A & B Polishing & Plating	2686 Martin Luther King Jr. Blvd.	13. Lynwood High School	12124 Bullis Rd.
2. Bleeker Brothers	10868 Drury Lane	14. Manchester Tank & Equipment	2880 Norton Ave.
3. Cargill, Inc.	2801 Lynwood Rd. (TSD)	15. Martin Metal Finishing, Inc.	12150 S. Alameda St. (TSD)
4. Chem Technology Labs, Inc.	12150 S. Alameda St. (TSD)	16. Miller Precision, Inc.	11104 S. Alameda St.
5. Chrome Nickel Plating	2800 Martin Luther King Jr. Blvd.	17. Quality Metal Finishing	11754 S. Alameda St.
6. Earle M. Jorgensen Co.	10650 S. Alameda St.	18. Spectronic Plating, Inc.	11477 Check Ave.
7. Gadget Manufacturing, Inc.	5419 Cortland Ave.	19. St. Francis Medical Center	3630 E. Imperial Hwy
8. Goldenhill-Wood Products	2540 Industry Way	20. Tesoro Gasoline	10721 Atlantic Ave.
9. Hosler Jr. High School	11300 Spruce St.	21. Trans Meridian, Inc.1	1642 Mona Blvd.
10. Jiffy Lube #1	9901 State St.	22. Universal Molding/Anodizing	10840 Drury Lane
11. LG Turner Chrome Plating	11550 Wright Rd.	23. West Coast Foreign Auto	3521 Martin Luther King Jr. Blvd.
12. Lynmart Cleaners	11619 Atlantic Ave.	24. Western Gear Corp.	2600 E. Imperial Hwy

Source: EPA Toxic and Waste Management Division list of generators, July 1987.

Note: All of the above establishments generate toxic or hazardous wastes. Those indicated with "TSD" also treat, store, or dispose of wastes.



NOTE: Numbers correspond with those in Table S-2.
 SOURCE: EPA Toxic and Waste Management Division

0 2400
 cba ↑ North scale in feet

plan's implementation stresses preparedness, public awareness and education, training, the continuity of government, mutual aid, and hazard mitigation. Table S-3 outlines the functional responsibilities of local agencies and private organizations in Lynwood as defined in the Emergency Plan. Figure S-4 depicts Lynwood's evacuation routes and emergency facilities.

It is imperative that a comprehensive and effective Emergency Plan become an official City document, and that it remain up-to-date. The present draft form of the plan document will help ensure that the final version, once it has been authorized by the State Office of Emergency Services, is as current as possible.

5.3.0 GOALS AND POLICIES

SAFETY GOALS

1. Develop procedures for reducing loss of life, injury, damage to property, and economic and social dislocation resulting from flooding and other natural disasters.
2. Recognize the importance of the interrelationship between safety and enhanced City image.

SAFETY POLICIES

1. Develop procedures for the effective response of emergency services following a natural disaster.
2. Enhance emergency preparedness through community education and self-help programs, and

prevent serious damage and injury through effective hazard mitigation.

3. Develop appropriate design guidelines and planning procedures for mitigating personal injuries and property damage during natural disasters.
4. Take a proactive approach to crime prevention by initiating youth programs, neighborhood watches, and lower response times for fire and police services.
5. Provide a pattern, scale, and design of land uses which promote individual safety.
6. Consider ways to coordinate crime prevention activities with other jurisdictions.
7. Seek alternative funding through state and federal sources for increased law enforcement staff to service City residents.
8. Encourage the Federal Government to improve the capacity of both the Rio Hondo and Los Angeles rivers to help reduce flooding potential.

TABLE S-3
EMERGENCY PLAN RESPONSIBILITIES OF
LOCAL AGENCIES AND PRIVATE ORGANIZATIONS
IN LYNWOOD

Agency/ Organization	Function																		
	Management	Communication	Alert + Warn	Situation Analysis	Public Info.	Fire + Rescue	Law Enforcement	Access Control	Medical	Public Health	Coroner	Care + Shelter	Movement	Construction	Supplies	Personnel	Transport	Utilities	Radio logical
City Manager	P			P	P		p*												
Asst. City Manager		S		P											P				
Dept. Heads				P											S				
Personnel Officer																P			
Public Works		p*						p*		p*			S	P			P	p*	
Community Devel.														S					
Parks/Recreation												p*	S				P		
Fire Dept.		p*	p*	S		P		p*	p*		p*		p*						p*
L.A. Co. Sheriff		p*	p*	S			p*	p*					p*						
L.A. Co. Health									p*	p*									p*
L.A. Co. Coroner											p*								
Red Cross									S			p*							
Private Hospitals									S										
Private Utilities																			p*

P - Denotes Principal Agency/Organization

S - Denotes Supporting Agency/Organization

P* - Denotes Shared Responsibility

Source: Lynwood Fire Department

Housing Element

City of Lynwood

6. HOUSING ELEMENT

6.1.0 INTRODUCTION

National concern for safe, sanitary, and decent housing for all citizens was identified officially at the federal level as early as 1949 with the passage of the National Housing Act. The need for a more definitive housing policy on the local level spawned the 1975 state legislative requirement that a housing element be produced as part of the general plan process.

In 1977, the City adopted its first housing element which focused on increased community involvement and zoning issues. In 1984, a new housing element was produced which targeted the following as key goals to ensure the continued maintenance, improvement, and development of housing within the City.

"[To] assure that housing production maintains the continued integrity of its residential community while also meeting its existing and projected housing needs."

"[To] meet the needs of current residents of the City of Lynwood by upgrading affordable, low and moderate income units through improvement of existing housing units and greater housing affordability."

"[To] assure the quality, safety and habitability of housing within the City of

Lynwood...[and to] assure the continued high quality and integrity of its residential neighborhoods."

Although Lynwood has proceeded in taking steps to meet the housing needs identified in the 1984 document, changing community conditions demand a re-evaluation of the goals and policies of the previous housing element to ensure that the planning process continues to focus on meeting current housing needs.

This new housing element is intended to set forth a five-year plan for meeting the specific housing needs of the City of Lynwood. As a framework for planning, the element outlines the housing goals set for the City which are reflective of local community values and consistent with legislative intent. Policies are then identified which provide a link between housing goals and recommended programs. Finally, quantified programs are set forth which define the actions required for implementation of the housing goals and policies.

The development of this housing element is based in part upon current population, housing, and economic characteristics within the City. This demographic information has been utilized to ensure that the housing needs of all segments of the community are addressed in this planning document. A summary of this information can be found in APPENDIX A - DEMOGRAPHICS of this General Plan.

6.2.0 ASSESSMENT OF HOUSING NEEDS, RESOURCES, AND CONSTRAINTS

6.2.1 PROJECTED HOUSING NEEDS

Regional Housing Needs Assessment

State housing law requires regional planning agencies to identify both existing and future housing needs every five years. These needs are identified on a regional level and then allocated to cities and unincorporated county areas according to the criteria prescribed by state housing law and regional agency policy. The Southern California Association of Governments (SCAG) is the regional planning agency responsible for this region's needs assessment analysis. The 1988 Regional Housing Needs Assessment (RHNA) for Southern California, issued in June 1988, identifies Lynwood's Existing Housing Needs as of January 1, 1988 and Future Housing Needs for the period July 1, 1989 to July 1, 1994.

"Existing Need" in the 1988 RHNA is defined as the number of lower income households who must spend a disproportionately high percentage of their income on housing. Those households with incomes which are 80 percent or less of the county median income and who pay more than 30 percent of their income on housing are deemed to be overpaying. According to the RHNA report, the definition of Existing Need does not include lower income households who do not pay more than 30 percent of their income for housing, but who nonetheless may live in substandard housing, overcrowded conditions, or who are homeless.

The definition of "Future Need" includes the number of units that would have to be added to each jurisdiction to accommodate forecasted growth in the number of households by July 1, 1994. "Future need" also includes the number of units that would be required to meet vacancy rate goals and to compensate for anticipated demolitions. The identification of "Future Need" involves the application of six criteria set forth by state housing law: 1) market demand for housing; 2) employment opportunities; 3) availability of suitable sites and public facilities; 4) commuting patterns; 5) type and tenure of housing need; and 6) housing needs of farmworkers. In addition, the assessment of Future Need considers adjustments for avoiding further "impaction," or the concentration of lower income households in jurisdictions that already exceed the regional average percentage of such households. Future Need is identified for all income categories.

The estimate of demand for future housing among higher income levels indicates the level of housing need that can be satisfied through normal market forces. Conversely, Future Need at lower income levels is generally not satisfied through traditional market forces and thus requires rent subsidies or other forms of assistance.

Existing Need

The 1988 RHNA has identified the following as the Existing Need for housing in the City of Lynwood:

LOW INCOME HOUSEHOLDS - (LIHHs)

<u>1988</u> <u>Households</u>	<u>Low Income</u> <u>Households</u>	<u>Overpaying for Shelter</u> <u>Total</u>	<u>Very Low</u>	<u>Low</u>
14,097	6,654	3,557	2,639	918

LOW INCOME HOUSEHOLDS - (LIHHs) OVERPAYMENT BY TENURE AND INCOME

<u>Owners:</u>			<u>Renters:</u>		
<u>Total</u>	<u>Very Low</u>	<u>Low</u>	<u>Total</u>	<u>Very Low</u>	<u>Low</u>
804	502	302	2,752	2,137	615

These numbers show that 47.2 percent of all Lynwood households can be categorized as low income. Of these low income households, over 53 percent are overpaying for shelter. This figure means that 25.2 percent of the total households in Lynwood are paying a disproportionately high percentage of their income, 30 percent or more, on housing. Not surprisingly, the overwhelming number of these low income households are renters.

Future Need

The 1988 RHNA has identified the following as the Future Need for housing in the City of Lynwood:

FUTURE HOUSING NEED BY INCOME CATEGORY

<u>Income</u> <u>Categories</u>	<u>Number of</u> <u>Households</u>	<u>% of</u> <u>Total</u>
<u>Very Low</u> (less than 50% of the county median)	58	12.8
<u>Low</u> (50-80% of the county median)	85	18.7
<u>Moderate</u> (80-120% of the county median)	116	25.6
<u>High</u> (more than 120% of the county median)	195	43.0
FIVE YEAR (7/89-7/94) FUTURE NEED	453	100.0

The allocation of Future Need indicates that the number of low income households in Lynwood should decrease from the current 47.2 percent to 31.5

percent by 1994. This reduction is the result of the fact that the Future Needs allocation includes an adjustment for the avoidance of impaction; that is, the undue concentration of very low and low income households within a jurisdiction. In the case of Lynwood, a 25 percent impaction avoidance adjustment was applied, as well as a further adjustment for highly impacted localities. The Lynwood figures are predicated on a five-year growth in households of 225, a vacancy adjustment figure of 103 units, and a demolition adjustment figure of 125. These figures mean that the City must add 143 new low income units to its housing inventory by mid-1994 to satisfy its regional share of future housing needs for this income category. An equally difficult charge for the City will be to ensure that market forces can operate sufficiently to produce 311 new market rate units for moderate and high income families.

Finally, the State Department of Housing and Community Development requires that each locality consider housing activity during the 18 months between January 1, 1988 and June 30, 1989. This is considered the "gap" period and SCAG has determined that the estimated accrual of need during this period in the City would be 107 units. No other major events, such as annexations, adoption of redevelopment plans, or opening of major facilities is anticipated within the City during the next five-year period. If such events occurred, it would suggest major decreases or increases in population or housing inventory which might impact the original Future Needs figures.

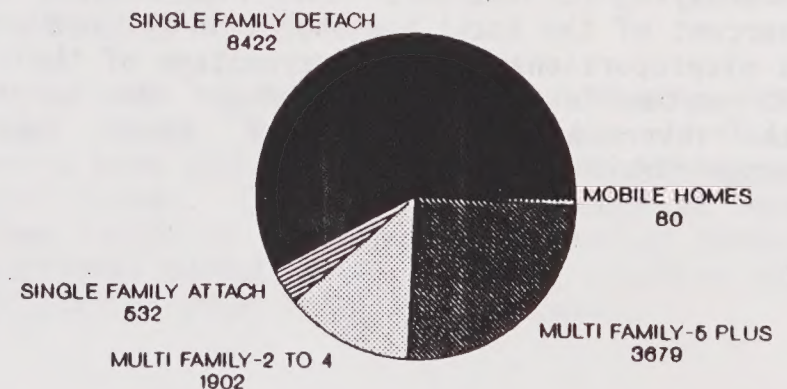
6.2.2 EXISTING NEEDS - HOUSING STOCK CONDITIONS

Quantitative Description of Need

Number of Units

According to the California Department of Finance, the City had a total of 15,793 housing units in 1970, and only 14,480 housing units in 1980. This net decline of 1,313 units was the result of the 1,199 housing units lost due to the construction of the Century Freeway (I-105), redevelopment clearance for a commercial project on Long Beach Boulevard, and the demolition of aging and deteriorated units. Nine years after the 1980 count, there has been a net increase of only 135 units, or less than a one percent increase in total number of units. The estimated 14,615 housing units are distributed among the following housing types as illustrated on the following graph:

CITY OF LYWOOD
DISTRIBUTION OF HOUSING UNITS BY TYPE



SOURCE: CA DEPT OF FINANCE

According to the 1980 U.S. Census, the number of units were roughly divided equally between owner and renter occupied. The projections to 1989 made by Urban Decisions Systems indicate a similar division of 47.5 percent owner-occupied units (6,942 total owner-occupied units) and 52.5 percent renter-occupied units (7,673 total renter-occupied units).

The distribution of the 135 unit increase between 1980 and 1989 is noteworthy in that there was a net loss of 31 single-family detached units within the City between 1980 and 1989. Moreover, no single-family attached units were built in the City within this nine-year period. The largest gain was 153 new multi-family units located in structures of 5 or more units. The remaining gains were 8 units built in structures of 2-4 unit multi-family housing and 5 new mobile homes. Despite this drop in the actual number of single-family detached units, the number of single-family housing units as a percentage of total units has not significantly declined between 1980 and 1989. In 1980, 58.4 percent of the total housing units were single-family detached housing. Although this figure had dropped to 57.6 percent by 1989, single-family housing still remains the predominant housing type in Lynwood.

Although the figures are not dramatic, the development trend in the City has been toward increased multi-family units, particularly in larger projects of 5 or more units. This trend

has vast implications for housing policy in that there has been a growing community concern over increased densification caused by multi-family housing construction. A continued trend toward multi-family housing construction is incompatible with the citizenry's concern for preserving the single-family residential character of the City.

Qualitative Description of Need

Housing Conditions

The condition of much of the housing stock within Lynwood is relatively good despite the fact that much of the inventory is very old. Almost all of the inventory was built prior to 1960, with the majority built during the 1940's and 1950's. The dramatic decline in new construction within the City since 1964 is a reflection of the fact that the City has become an almost fully developed community with few vacant parcels available for the construction of new housing.

While the overall quality of Lynwood's housing is in sound condition and well-maintained, the southeastern and upper northwestern quadrants are showing signs of marked decay and deterioration. Much of the physical deterioration that is evident within the City is the result of decreasing levels of maintenance, considerable absentee ownership, vacant and boarded-up housing, and growing pockets of blight.

Overcrowding

Overcrowded conditions are deemed to exist when there is more than 1.01 persons per room. In 1970, approximately 9 percent of Lynwood's total housing could be categorized as overcrowded. Information from the State Census Data Center indicates that overcrowding increased dramatically by 1980. In 1980, there were 3,294 overcrowded units within the City, or 22.7 percent of total housing units. Changing demographic conditions would suggest that the trend toward increased overcrowding is continuing. The fact that population and average household size have been increasing since 1970 at a faster rate than the number of housing units suggests that overcrowding still persists in the City.

As further evidence of housing shortages, vacancy rates in the City remain low. In particular, the number of vacancies in rental units within the City has been dropping. In 1970, U.S. Census data shows renter-occupied unit vacancies were 4.2 percent while vacancies in owner-occupied units were only 0.8 percent. According to State Census Data Center information for 1980, these vacancy numbers had decreased to 3.3 percent in rental units while the vacancy rate among owner-occupied units remained at 0.8 percent.

Substandard Units by Tenure Classification

The Housing Assistance Plan prepared by the City of Lynwood in late 1988 details the status of housing conditions through 1991. As of October 1, 1988 there were 1,237 substandard owner-occupied units, of which 977 were suitable for rehabilitation. At that same time, there were 1,246 substandard renter-occupied units of which 984 were considered suitable for rehabilitation.

A substandard unit is defined as any unit which does not meet or exceed the Section 8 Existing Housing Quality Standards or local building codes, whichever are stricter. Those units which are considered suitable for rehabilitation are those which can be rehabilitated to a standard condition at a cost which does not exceed the cost of building a new replacement structure. Of the 2,483 substandard occupied units, 522 are not suitable for rehabilitation. The number of substandard units suitable for rehabilitation to serve the housing needs of lower income Lynwood residents is 244 owner-occupied units and 639 renter-occupied units.

The following tables, taken from information provided in the 1988 Lynwood Housing Assistance Plan, show the number of standard and substandard units by tenure type. In addition, the last table in this series indicates the number of units which are suitable for rehabilitation by income category.

Ability to Pay

HOUSING STOCK CONDITIONS

STANDARD UNITS

<u>Tenure Type</u>	<u>Occupied Units</u>	<u>Vacant Units</u>
Owner	6,045	46
Renter	5,936	142

SUBSTANDARD UNITS

<u>Tenure Type</u>	<u>Occupied Units</u>	<u>Vacant Units</u>
Owner	1,237	8
Renter	1,246	24

SUBSTANDARD UNITS SUITABLE FOR REHAB

<u>Tenure Type</u>	<u>Low-Income Occupied Units</u>	<u>Vacant Units</u>	<u>Total Units</u>
Owner	244	8	977
Renter	639	24	984

The ability to pay for housing is a function of both the cost of housing and income. Lynwood's home values and rental costs are modest in comparison to many other areas of Los Angeles County. Current home prices in Lynwood range from a low of \$125,000 to a high of \$270,000, with a median price of \$140,490. In contrast, the median home price within Los Angeles County in 1989 was \$215,000. Similarly, average rents in Lynwood were \$550 to \$600 per month in 1989, while county-wide figures averaged \$670 per month (for the year 1988).

In spite of the low cost of housing within Lynwood relative to most other areas of Los Angeles County, annual incomes of Lynwood families are similarly low. According to 1989 estimates derived from the 1980 U.S. Census, annual median family income in Lynwood was 24 percent less than county-wide figures. The annual median family income in Lynwood was \$29,403 as contrasted with a county-wide annual median family income of \$38,602. The result of these low incomes is that a large percentage of Lynwood households are in need of housing subsidies. The following table shows the rental subsidy needs of lower income households to 1991 as set forth on the City's 1988 Housing Assistance Plan.

RENTAL SUBSIDY NEEDS OF LOWER INCOME HOUSEHOLDS

	<u>Elderly</u>	<u>Small</u>	<u>Large</u>	<u>Total</u>
Very Low	296	1,393	456	2,145
Percent	14%	65%	21%	100%
Other Low	47	320	250	617
ETR*	-0-	17	7	24
Displaced	-0-	-0-	-0-	-0-
Total	343	1,730	713	2,786
Percent	12%	62%	26%	100%

*Estimated to Reside

Substandard occupancies are further broken down by ethnic distribution as illustrated on the following table.

LOW AND MODERATE INCOME MINORITY HOUSEHOLDS

<u>Substandard Units</u>	<u>Black</u>	<u>Indian</u>	<u>Asian</u>	<u>Hispanic</u>
Owners: 998	399	-0-	2	597
Renters: 571	286	-0-	-0-	285

Those minority households which require rental subsidies are shown on the following table.

MINORITY HOUSEHOLDS REQUIRING RENTAL SUBSIDIES

	<u>Elderly</u>	<u>Small Family</u>	<u>Large Family</u>	<u>Total</u>
Total Minority Households	239	1,111	359	1,709
To Be Displaced	-0-	-0-	-0-	-0-
Black Households	102	474	153	729
To Be Displaced	-0-	-0-	-0-	-0-
Indian Households	2	10	3	15
To Be Displaced	-0-	-0-	-0-	-0-
Asian Households	6	28	9	43
To Be Displaced	-0-	-0-	-0-	-0-
Hispanic Households	129	599	194	922
To Be Displaced	-0-	-0-	-0-	-0-

6.2.3 LAND INVENTORY

The potential for the City of Lynwood to meet its current and future housing needs will be a function, in part, of the ability of the City to identify sites suitable for residential development. Lynwood will need an additional 454 units in the next five years to accommodate projected population and household growth. Among these units, 143 units must be designated for very low and low income households. The remaining

311 units must target moderate and high income households.

Only five percent of City land, or 170 acres, is currently vacant. Much of this land is located in the western industrial area of the City or is comprised of excess California Department of Transportation properties adjacent to the new Century Freeway. One of the largest parcels of vacant land located just south of Imperial Highway has been designated for school expansion. In addition, 19 acres in the western portion of the City have been earmarked for the County's Regional Justice Center.

A comparison of the vacant land by zoning and general plan categories indicates that the amount of vacant land zoned for residential uses in the City is very limited. Only 79 acres of vacant land is currently zoned for residential uses. The current plan only designates an additional two acres of land for residential uses.

VACANT ACRES BY ZONING/GENERAL PLAN CATEGORY

<u>Use</u>	<u>Zoning</u>	<u>Plan</u>
Vacant in R-1/Single-Family:	27	21
Vacant in R-2/Townhouse	10	39
Vacant in R-3/Multi-Family	42	21
Vacant in Nonresidential	88	86
<u>Vacant in Transportation</u>	<u>3</u>	<u>3</u>
Total Vacant Acres	170	170

The limited amount of vacant acreage in both residential and non-residential areas indicates that, in order to increase the amount of housing within the City, consideration must be given to those sites which may be suitable for recycling or redevelopment to residential and/or higher density residential uses during the next five years.

6.2.4 GOVERNMENTAL CONSTRAINTS

State housing law requires that the housing element contain an "analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures." An analysis of these governmental constraints are set forth in the following paragraphs:

Land Use Controls

There are currently 517 acres, or 33 percent, of the City's total acreage in which the current zoning is inconsistent with the General Plan Land Use Element developed in 1977. Consequently, persons desiring to construct new residential projects will be required to go through the

process of obtaining a zone change prior to construction. Confusion will inevitably occur when prospective developers and landowners utilize the zoning map rather than the Land Use Element as a development guide. This inconsistency between zoning and the Land Use Element can result in delays and additional costs to private developers.

Codes and Enforcement

Code enforcement within the City began in 1971 when the City first adopted a housing code. Enforcement of the existing housing code is the responsibility of the City's code enforcement department. Code enforcement personnel respond to resident complaints as well as conduct daily drive-by inspections of targeted commercial areas.

The code enforcement department is comprised of one supervisor, two inspectors, and one clerk. The present staffing of code enforcement activities is currently inadequate to meet the demand for such services. There is presently a two to three week delay in addressing resident complaints. Moreover, the demand for code enforcement will only increase as Lynwood's already aging housing stock continues to mature. Widespread incidences of inadequate maintenance and illegal occupancies only add to the growing need for code enforcement.

In addition to inadequate code enforcement personnel, more stringent procedures are required

to motivate violating property owners to comply. For example, existing code enforcement violation notices do not include monetary penalties for noncompliance.

On- and Off-Site Improvements

Due in part to the fact that the City is almost completely developed, the requirements for on- and off-site improvements within Lynwood do not pose unnecessarily burdensome constraints on the construction of new housing.

Fees and Exactions

The fees charged for building permits, subdivisions, and other development permits are reasonable in relation to those charged by other jurisdictions. The fee structure is primarily designed to recoup staff and overhead costs. Fees do not serve as a source of revenue above and beyond these administrative costs. In this regard, fees and exactions do not present a governmental constraint to the development of housing.

Processing and Permit Procedures

Permit processing within the City involves the Building and Planning Divisions, Redevelopment, and Public Works. The Planning Division handles

all land use planning functions, including site plan review and zoning consistency processing. There are currently five staff positions within the Planning Division. The Building Department handles plan checking, inspections, real estate pre-sale inspections, and the issuance of building permits. There are currently four staff positions in the Building Division. The staff currently processes approximately 860 building permits per year, approximately 53 real estate sales inspections per month, and conducts an average of 16 building inspections per day. The Public Works department handles all permits relating to City rights-of way.

The number of building permits processed through the Building Division has been rising in recent years from a 1988 monthly average of 41 building permits issued to 73 permits issued per month in 1989. The current time frame for reviewing building permit applications is approximately two to three weeks, with the approval time dependent in large part on the number of corrections required. In the event a significant amount of new construction should occur within the City, it would be difficult for the present planning and building department staffs to meet such increased demand. Processing times would increase greatly and could contribute to long delays in the approval of construction projects.

Revenue Sources

A severe limitation to the development of new housing is the absence of sufficient revenues to provide assistance in the construction and rehabilitation of housing. The City is faced with a limited tax base due to the fact that few major industrial or commercial enterprises are located within City boundaries. Moreover, the passage of Proposition 13 and its limitation on property re-assessments except in instances of changes in ownership has further curtailed available financial resources at the local level. All of the City's revenues must be utilized to provide basic government services.

This limited supply of local resources is coupled with funding restrictions at both the state and federal levels for new housing construction. The Section 8 New Construction program has been eliminated and no new program has been initiated to replace it. The remaining Section 8 Rental Voucher program cannot meet current needs. The only other funds currently utilized for housing in the City are Community Development Block Grant funds and County of Los Angeles Bond program funds. Both of these programs are used for housing rehabilitation.

6.2.5 NONGOVERNMENTAL CONSTRAINTS

In addition to requiring the analysis of potential and actual government constraints to the development of housing, state housing law requires the consideration of potential and actual nongovernmental constraints. Some of the nongovernmental constraints considered in this analysis include land, development costs, and housing availability and affordability.

Land

1. The City is almost fully developed with only five percent of its land currently vacant. Moreover, much of this vacant land is located in industrial areas or adjacent to the Century Freeway and thus are not generally suitable for residential development. Only 46.5 percent, or 79 acres, of the vacant land within the City is currently zoned for residential uses.
2. In some of the residential neighborhoods, the street grid system has created very narrow and deep lots. These lot configurations result in inefficiencies in land use and thus make conversions to higher densities more difficult.
3. The construction of the Century Freeway not only eliminated a large number of housing units from Lynwood's inventory but also permanently removed many acres of land that might have been utilized for new residential construction.

Development Costs

1. Although the cost of land is relatively inexpensive in Lynwood as compared to other areas of the county, the costs of construction remain relatively the same. Consequently, at current costs of \$55.00 per square foot, a typical 1,200 square foot house would cost \$66,000 in hard construction costs alone. If an additional 10 percent is added for architectural and engineering fees and construction contingencies, and 25 percent is added to this new number for soft costs such as construction period financing, loan points and fees, title fees, permit costs, etc., the cost of a home is well over \$100,000, exclusive of land costs. The cost of new construction is so high that new single-family housing is unaffordable for the average Lynwood family whose annual income in 1989 is estimated at only \$32,909.
2. The cost of construction for multi-family structures is similarly high. Costs per square foot range from \$40 to \$60, depending on the size of the project and type of construction. However, due to the low average incomes of Lynwood residents as contrasted with other areas of the county, the ability of residents to pay higher rents to absorb these construction costs is very limited. This gap between cost and ability to pay, coupled with the shortage of vacant residential land, has caused a significant decline in the

construction of new rental units within the City in recent years. Moreover, subsidies for the construction of new multi-family units are not available at the City level and are limited to a few low-interest rate financing programs at both the state and federal levels.

Availability and Affordability

1. The land acquisition required for construction of the Century Freeway project removed approximately 1,199 housing units from the City's housing inventory. In addition, the City has lost 316 units through the removal of aged, blighted, and deteriorated units in the period from 1970 through 1988. While the City has no control over activities initiated by the California Department of Transportation and private landowners, this massive removal of housing units has severely impacted the availability of housing within the City.
2. A high percentage of the existing housing stock is old. The aging stock, coupled with a high incidence of deferred maintenance, results in a large number of substandard occupancies within the City.
3. Low vacancy rates also indicate that there is a lack of equilibrium between the supply and demand for housing within the City. Although

vacancy rate figures vary depending on the source of the statistic, the Regional Housing Needs Assessment report revealed an actual vacancy rate of 2.5 percent as compared to an ideal vacancy rate of 3.16. The "Ideal Vacancy Rate" is defined by an equation that combines a two percent vacancy rate for single-family units and a five percent vacancy rate for all other units. The fact that Lynwood's actual vacancy rate is lower than the Ideal Vacancy Rate suggests that there are more limited housing opportunities within the City because the demand for housing exceeds, beyond normal figures, the supply of housing.

4. As demonstrated above, the cost of new housing places the dream of homeownership beyond the reach of most Lynwood residents. The picture is not much more optimistic when looking at home prices of existing Lynwood housing. The median priced home within the City is \$140,490. Even if liberal underwriting standards are applied, it would require an annual income of \$49,170 to qualify to purchase a home at this cost. The affordability gap is clear when the 1989 average family income in Lynwood is only \$32,909.
5. The affordability gap also exists with respect to rental housing. The 1988 Housing Assistance Plan demonstrates that approximately 25.2 percent of all households are currently overpaying for rent.

6. High and fluctuating interest rates have also presented major housing affordability problems. Although interest rates for housing are currently at some of the lowest rates in current years, there is virtually no way to predict whether rates will remain low for any extended period of time to increase long-term affordability.

6.2.6 SPECIAL HOUSING NEEDS

Each locality may have unique demographic or occupational characteristics which require special housing programs to meet the needs of these distinct groups of residents. Within the City of Lynwood there are several groups that have special housing needs. The categories of special needs groups are the elderly, the handicapped, large families, single individuals with dependent children, and homeless individuals and families.

Elderly

Although the number of elderly residents, i.e., those over 55 years of age, is expected to decline from 12.9 percent to an estimated 7.7 percent in 1994, this population has a disproportionately large need for subsidized housing. Although some of these elderly residents have been able to support their housing costs through savings, social security benefits,

pensions, and other retirement vehicles, many elderly persons on fixed incomes have not been able to afford the current high cost of housing. According to the 1988 Housing Assistance Plan, 343 elderly households will need rental subsidies during the period October 1, 1988 to September 30, 1991.

Handicapped

Although Lynwood does not have a large number of handicapped residents, it is important that attention be given to the housing needs of this special group. Low and moderate income households containing at least one handicapped person will account for an estimated 333 households during the three-year period 1988-1991. The following table shows the distribution of low and moderate income households requiring rental assistance and containing at least one handicapped person:

Elderly			
1 Person:	68	Small Family:	164
Non Elderly:	61	Large Family:	40

Large Families

The City does have a larger percentage of 5+ person households than is found county-wide.

According to 1980 U.S. Census information, the percentage of 5+ person households in Lynwood was 25.3 percent in contrast to only 13.6 percent at the county level. Although the percentage of 5+ person households is declining at both the City and county levels, 1994 projections still show Lynwood as having greater percentages of large family households; 15.3 percent versus 9.1 percent. In actual numbers, Lynwood currently has approximately 2,527 large family households.

A large portion of Lynwood's housing stock is single-family housing which is perhaps best suited for large families. Consequently, the greatest need facing this segment of the population relates not necessarily to inventory but to affordability. It is estimated that a total of 713 large family households will require rental subsidy assistance through September 1991. Nearly half of these families are members of minority groups, with the largest numbers either black or Hispanic households.

Families with Individual Heads of Households

The needs of one-parent households are a growing concern in Lynwood. In 1980, female-headed households with no spouse, and with children less than 18 years of age, accounted for 1,954 households. Male-headed households with no spouse, and with children less than 18 years of age, accounted for 310 households. Often these single parent households have a greater need for

child care services, educational and recreational facilities, and other social services. It is quite possible that these households comprise a large percentage of the 1,730 small-families who will require rental subsidies through September 1991. This is not surprising in that these households have only one adult from whom family income can be derived. Frequently this single adult is not even capable of working due to a lack of child care and possibly skill-level limitations.

Homeless

The shelter needs of the homeless have become a major issue within the County of Los Angeles. An estimated 35,000 to 65,000 homeless persons living without shelter in both the City and County of Los Angeles, as reported by the City Human Services Department, Homeless Division and the County of Los Angeles Homeless Unit. The County further estimates that between 3,000 to 6,000 are chronic homeless during the entire year and do not have shelter of any type during that time. On any given night, between 10,000 to 19,000 homeless persons may sleep in shelters run by a variety of government agencies and charitable organizations. However, there is no one agency which can truly account for the total number of homeless in the City and County of Los Angeles. Because of the transient nature of this population, the number of homeless persons within the region is difficult to estimate.

The City of Lynwood has not designated any permanent housing or housing program to deal with the homeless issue. Representatives of the Christian Rescue Center, with affiliations in Orange, Ventura, and Los Angeles Counties, has begun work in Lynwood. The Center is currently operating out of a rented motel facility on Long Beach Boulevard. Although the facility has 250 rooms, less than 15 percent of these rooms are available for use by homeless persons.

By staff accounts, the Center maintains a daily average count of 25-30 people. The average stay for most homeless persons in this shelter is seven to 14 days. The majority of these homeless persons are males, between the ages of 19-45 years. The Center also shelters some women with young children, generally under the age of eight years old. Many of the homeless persons seeking shelter in Lynwood are without jobs or public assistance and yet very few are substance abusers.

Farmworker Families

State housing law requires an analysis of any special needs that may exist with respect to farmworker households. Lynwood is geographically located within a highly urbanized area and removed from the major agricultural centers of the state where farm labor is a major occupational category. According to the 1980 U.S. Census, there were only 151 farmworkers

within the City. Consequently, no special attention has been focused on the needs of this group apart from the categories of low income households, large family households, and/or single-parent households under which some farmworker families may be included.

6.2.7 ENERGY CONSERVATION OPPORTUNITIES

A major cost to households in providing for basic housing needs is utility costs. Costs for gas and electrical usage have risen steadily over the past two decades and nothing would suggest that these costs will not continue to escalate. Utility costs include not only gas and electricity but also water and refuse pick up. Although the latter costs have not risen at the same dramatic rate as gas and electricity, each does nonetheless contribute to monthly household expenses.

The California Energy Commission estimates that homes built after 1977 can be up to 50 percent more energy efficient than those built prior to that date. This fact has severe implications for energy conservation in Lynwood because most of Lynwood's housing inventory was constructed prior to the mid-1970's. Attic and wall insulation are usually lacking in older homes and items such as caulking and weather stripping, which weatherize a home and reduce energy consumption, have generally not been replaced over the years.

To require the retrofitting of existing housing to meet current state residential energy conservation standards may further jeopardize the affordability of housing for a large segment of the City's population. However, the City will ensure that all new residential construction and substantial rehabilitation projects comply with the "energy budget" standards required by state law. These standards establish maximum allowable energy use from depletable sources. Some of the requirements include air infiltration, structural insulation, and water heating system insulation (tanks and pipes).

In addition, the City shall encourage individual homeowners to implement more remedial measures for existing housing which can significantly enhance energy conservation such as the weatherstripping of windows and doors and the addition of wall and ceiling insulation.

6.3.0 GOALS, POLICIES AND QUANTIFIED OBJECTIVES

6.3.1 REVIEW OF 1984 HOUSING ELEMENT

The previous Housing Element for the City of Lynwood was prepared in 1984. The Housing Element described four broad-based goals that were essential to satisfying state housing goals and meeting the housing needs of the City for the following five-year period. The goals adopted for the City of Lynwood in 1984 were as follows:

"Adequate provision of decent, safe housing for all Lynwood residents without regard to race, age, sex, marital status, ethnic background or other arbitrary considerations.

Adequate provision of housing allowing maximum choice by type, tenure and location, with particular attention to the provision of housing for the elderly, low and moderate income families, handicapped and other households identified as having special housing needs.

Encouraging growth within the City through the identification of suitable parcels for residential development, changes in land use patterns and conscientious recycling of property to the highest and best use.

Developing a balanced residential community which is accessible to employment, transportation, shopping, medical services, governmental agencies and any other services needed for a well-rounded community."

State housing law mandates a periodic review of the Housing Element which requires each local government to evaluate: 1) the effectiveness of the element; 2) the progress in implementation; and 3) the appropriateness of goals, objectives, and policies of the updated element in light of the results of the prior element.

Effectiveness of the 1984 Housing Element

Goals: The 1983 Regional Housing Allocation Model (RHAM) was utilized in the prior housing element as a benchmark for establishing housing goals. The RHAM required the addition of 886 units to the existing housing stock by July 1989. However, it was recognized within the 1984 Lynwood Housing Element that insufficient government funding, private sector market constraints, as well as social conditions would make it difficult to achieve the City's share of regional housing needs. Nonetheless, the 1984 Housing Element did specifically indicate that "...the City of Lynwood shall pursue those programs which allow the maximum range of funding sources to produce the projected 400 units required for very low and low-income families during the time frame covered by this housing element."

The 1984 Housing Element set forth three categories of housing programs intended to focus on: 1) housing production; 2) the improvement of housing; and 3) the maintenance of housing. The generalized goal of the element was the addition of 886 new units to meet the then current projection of population growth within the City to 1989. The five-year plan set forth programs and policies which outline specific ways in which the City intended to produce approximately 400 new housing units between 1984 and 1989.

Programs aimed at improving existing housing focused on expanding rent subsidies and continuing the rehabilitation of substandard units. No specific quantitative goal was set for increasing the number of families who participate in rental subsidy programs within Lynwood. However, the goal set for rehabilitating substandard units was 20 units per year, or a total of 100 units to be rehabilitated by 1989.

Finally, recommended housing maintenance programs called for continued code enforcement, improved community awareness, and equal housing opportunity programs. However, no quantifiable number of units or households to be involved in these housing maintenance programs were set forth in the 1984 Housing Element.

Results: The actual results of the previous element's goals, objectives, policies and programs differ significantly from the targeted goals. In terms of housing production, there was only a 122 net gain in total units in the City between 1984 and 1989. This figure includes a net loss of 41 single-family units and a net gain of 163 new multi-family units.

Housing improvement programs which included rent subsidy programs, housing rehabilitation, and capital improvement programs showed no significant gains during the five-year period. Lack of additional funding sources remains an impediment to increased staffing of code enforcement activities within the City. In addition, funding has restricted the expansion of other housing maintenance programs such as improved community awareness and closer monitoring of housing discrimination as hoped for in the 1984 Element.

Progress of Implementation

Housing Production: No significant programs have been implemented to construct new housing within the City. As indicated previously, the amount of funding at the local, state, and federal levels is severely limited. Moreover, the disparity between the high cost of housing construction and incomes among Lynwood residents makes it difficult for non-assisted private development to occur within the City.

A large number of the new units constructed within the City during the past few years were built pursuant to the Century Freeway Housing Program (CFHP). This program was created in 1979 to replace housing units that were removed to allow for the construction of the 17-mile Century Freeway. To date, Lynwood received 47 new CFHP units in 1988, 20 additional units were completed in May, 1989 and 15 units are currently under construction.

Improvement of Housing: The limited funding for Section 8 and other rental subsidy programs has impeded the expansion of these programs to meet the needs of Lynwood's low income families. The City has, however, continued its commitment to the Section 8 program and 455 families were receiving aid as of November 1989.

In addition, the City has continued its commitment to the rehabilitation of substandard single-family and multi-family units. The City currently has two housing rehabilitation programs targeted for low and moderate income families. The rental rehabilitation program is funded through federal Community Development Block Grant funds and is designed to benefit low income families. The single-family rehabilitation program is funded through Community Development Block Grant funds and a Los Angeles County bond program. Low and moderate income families are eligible for this bond program.

Maintenance of Housing: The programs recommended to assure the quality, safety, and habitability of housing within the City as articulated by the 1984 Housing Element required continued staff commitment to code enforcement, community awareness programs, and actions to stem housing discrimination. Unfortunately, City resources have not allowed for the expansion of staff to meet growing needs for code enforcement as the City's housing inventory continues to mature and deteriorate, and as overcrowding and

substandard occupancies persist. Moreover, many of the community-based programs aimed at promoting self-help in neighborhood preservation and equal housing opportunities have all but vanished.

The 1977 Housing Element identified several key organizations which are no longer in existence: the Lynwood Surplus Property Commission, formed to facilitate the rehabilitation and sale of vacant Lynwood HUD homes to qualified buyers; the Real Estate Practices Commission, which investigated questionable residential sales activities such as "block busting"; and the Community Stabilization Commission, organized to deal with questions regarding the racial integration of residential neighborhoods, a critical issue during the 1970's.

The block club program is now the most active community-based program which is sponsored by City government.

Appropriateness of Goals

The discussion above clearly shows a major shortfall between what was projected in the 1984 Lynwood Housing Element and what was actually achieved. However, it appears clear that the inability of the City to reach the targeted goals, objectives, and policies set forth in the 1984 Element is more a function of institutional funding limitations and external market forces than any lack of effort or accountability on the part of City.

The broad-based goals articulated in the element were certainly appropriate in light of the City's housing needs as seen in 1984. Perhaps the major shortcoming of the 1984 Housing Element was its inability to provide a focus for priority programs and to recognize the severe limitations of funding facing the City at the time the element was drafted. A more realistic examination of both market and governmental constraints might have led to a less ambitious, yet more achievable set of programs.

6.3.2 1989 HOUSING GOALS

The set of housing goals established for the City are broad-based statements of purpose which reflect local community values and are consistent with the legislative intent of housing element law. The focus of these goals is to provide general direction to the City in the formulation of policies and programs to meet the housing needs of the City. The broad-based nature of the goals is intended to ensure the validity of these goals as a focus for housing planning beyond the five-year time frame of the housing element.

The goals set for this 1989 Housing Element are as follows:

Goal No. 1: Achieve Lynwood's fair share of regional housing by encouraging additional, affordable, high quality housing in areas that are compatible with existing neighborhoods.

Goal No. 2: Encourage the development of a mix of housing types in terms of location, type, price, and tenure such that the needs of all economic segments of the community can be fulfilled.

Goal No. 3: Maintain and preserve Lynwood's existing stock of housing and encourage the increase of single-family housing to enhance the low-density residential quality of the City.

Goal No. 4: Develop programs which enhance the affordability of housing for low income families.

Goal No. 5: Develop practical solutions to resolve problems of overcrowding and substandard occupancies.

Goal No. 6: Promote equal housing opportunities for all Lynwood residents.

Goal No. 7: Develop solutions for meeting the special needs of Lynwood's elderly, handicapped, large family, single parent,* and homeless populations.

More quantifiable housing objectives for the City can be found in the analysis of Existing and Future Needs as established by the Regional Housing Needs Assessment report. However, several factors including the severe shortage of land available for residential development, market constraints, and the limited availability of funding sources for housing construction and maintenance suggest that the total housing needs of the City may exceed the available resources of the community to fully satisfy these needs within the five-year time frame. Consequently, the policies and objectives developed pursuant to this housing element focus on the City's desire to establish a strategic plan. It emphasizes priority programs that can create the foundation for more comprehensive activities as additional resources become available.

6.4.0 HOUSING PROGRAMS

The purpose of this section is to describe those actions and programs which the City will undertake to continue housing construction, conservation, and maintenance. In addition, there are specific programs aimed at assisting those households identified as having special housing needs.

The programs set forth a five-year schedule of actions the City intends to undertake in order to achieve the goals and policies of the housing element. These program statements serve as a

guide to the implementation, evaluation, and notice of completion of the City's goal to meet identified housing needs.

This section describes proposed and existing housing programs as each relates to a specific housing goal. The program statements are organized to include the following components:

1. A statement of the program and/or action.
2. Quantified objective or need to be served.
3. The responsible agency or government department to be charged with implementation.
4. The actual or potential funding source.
5. The schedule for implementation.

6.4.1 HOUSING CONSTRUCTION

Goal No. 1: Achieve Lynwood's fair share of regional housing by encouraging additional, affordable, high quality housing in areas that are compatible with existing neighborhoods.

Goal No. 2: Encourage the development of a mix of housing types in terms of location, type, price, and tenure such that the needs of all economic segments of the community can be fulfilled.

Policies:

- Develop a density bonus program which focuses on low density, multi-family occupancies.
- Foster the development of mixed-income neighborhoods where housing opportunities exist for all economic segments of the City.
- Ensure that Lynwood receives its replacement housing entitlement pursuant to the Century Freeway Replenishment Housing Program.

Programs:

1. **Density Bonus Program:** The structure of this program must reflect the overall City policy to retain the low density residential character of the City. A massive densification of residential neighborhoods would not be consistent with City policy. However, the tremendous need for additional housing within the City, coupled with the scarcity of vacant land, leaves the City with very few alternatives

but to selectively allow for increased densities where such uses would be compatible with existing neighborhoods.

The density bonus program shall permit an increase in residential densities for R-2 and R-3 properties in accordance with California State law. The zoning ordinance is to be modified to allow for a density bonus of 30 percent in R-2 zones and 25 percent in R-3 zones. Approval of projects which request density bonuses shall be by conditional use permit applications.

To promote the development of mixed-income communities and to facilitate the geographic dispersal of housing units which are affordable to low income households throughout residential areas of the City, the density bonus program shall be structured to provide minimum and maximum percentages of low income units within new housing projects.

- R-2: At least 30 percent but not more than 50 percent of the units are to be restricted to the rental or purchase by low income persons and families.
- R-3: At least 25 percent but not more than 40 percent of the units are to be restricted to the rental or purchase by low income persons and families.

Finally, to ensure that the units intended for low income households remain affordable, deed restrictions which impose rent limitations and resale controls shall be included as a condition to City approval of density bonus projects.

Objective: Number of units: 10 units per year; 50 units total

Responsible Agency: Planning Division

Funding Sources: Private development

Implementation: Immediate and ongoing

2. **Century Freeway Housing:** The amount of funding at the local, state, and federal levels for the construction of new housing within the City is severely limited. Consequently, the most viable, current program for housing construction and rehabilitation within the City is the Century Freeway Housing Program (CFHP).

The CFHP program was initiated as the result of a 1981 Consent Decree issued by the U.S. District Court, Central District of California, Keith, et al. vs. Volpe, et. al. The Consent Decree requires that, as a mitigation measure to the construction of the Century Freeway, replacement housing be provided for units removed by freeway construction activities. The Housing Plan and Environment Assessment prepared in

response to this Consent Decree created an initial set of housing entitlements which established as a first priority the replenishment of housing in jurisdictions that lost housing due to freeway clearance. One-half of the 3,700 replacement units are to be allocated to jurisdictions in proportion to the amount of housing an individual jurisdiction lost as compared to the total housing removed by the freeway.

The Century Freeway caused the displacement of 1,199 housing units in Lynwood. However, the initial allocation of replacement units is only 275. Moreover, Lynwood must compete with other jurisdictions, located within the primary zone established for housing replenishment, for the remaining pool of 1,850 units not included within the housing entitlement allocation.

To date, only 82 units have been constructed or are currently under construction as part of Lynwood's 275-unit housing entitlement. These 82 units represent less than 30 percent of the City's housing entitlement and only 6.8 percent of the total units demolished as a result of the freeway construction. Moreover, these entitlements are merely objectives rather than requirements of the California Department of Housing and Community

Development (HCD), the agency responsible for implementation of the CFHP. The HCD is given "...flexibility to link planning objectives with housing that can actually be produced, given the availability of sites, developer interest, local input and project-level environmental clearance."

The City shall take an active role in promoting Lynwood as an attractive venue for the construction of Century Freeway-funded replacement housing. Some of the actions to be considered include:

- Promote the use of vacant and improved parcels which have been classified as surplus by the California Department of Transportation (Caltrans) and which meet HCD's certification criteria.
- Increase developer interest through combining CFHP program benefits with other City programs such as density bonuses, priority permitting, lot assemblage in redevelopment areas, and the relaxation of select development standards.

Objective: Number of units: 193

Responsible Agency: Community Development Department

Funding Sources: Century Freeway Replenishment Housing Program

Implementation: Incrementally to 1994

6.4.2 HOUSING CONSERVATION

Goal No. 3: Maintain and preserve Lynwood's existing stock of housing to enhance the residential quality of the City.

Goal No.4: Develop programs which enhance the affordability of housing for low income families.

Policies:

- Provide opportunities to obtain additional funding for the rehabilitation of single-family homes and multi-family units as a means of maintaining and preserving the stock of older, high quality housing within the City.
- Utilize specific plan areas to reinforce the identity of residential areas within the City and to fortify community involvement in the preservation effort.
- Expand existing programs that offer rental subsidies to low income families.
- Monitor and control the demolition of occupied housing units and provide for the relocation or replacement of housing when units must be demolished.

Programs:

1. Rehabilitation Programs: The City currently sponsors two housing rehabilitation programs targeted for low and moderate income families. The programs currently utilized are funded through two sources. The federal Community Development Block Grant program funds the rehabilitation of both single-family and multi-family units for low income families. The Los Angeles County bond program provides funds for the rehabilitation of single-family homes occupied by both low and moderate income families.

The City shall continue to sponsor these rehabilitation programs. In addition, the City shall investigate other possible sources of funding for housing rehabilitation such as the Deferred Payment Rehabilitation Loan Program (DPRLP) offered through the California Department of Housing and Community Development (HCD). The DPRLP allows local governments to receive funds that are then utilized to make 5-year renewable loans at an annual note rate of three percent to homeowners and owners of rental properties. These loans can be extended for terms up to 30 years.

A key element involved in the success of rehabilitation programs is to ensure that there is maximum participation in the program

by residents and property owners. As a result, the City shall develop a marketing program to increase public awareness of the availability of rehabilitation funds and to educate the public regarding home improvement and rehabilitation techniques. One mechanism which might be utilized to facilitate this marketing program is the Housing Services Center, recommended as part of the set of programs set forth within this Housing Element.

Objective: Number of units: 25 units per year; 125 units total

Responsible Agency: Housing Division

Funding Sources: CDBG, County Bond Program DPRLP, and other programs as funding may become available

Implementation: Immediate and ongoing

2. **Neighborhood Preservation Programs:** In addition to a City-wide marketing program to encourage the utilization of rehabilitation funds for the improvement of housing within the City, special consideration should be given to targeting single-family rehabilitation funds toward specific planning areas so as to further reinforce the concept of distinct residential neighborhoods and to fortify community involvement in the preservation effort.

Objective: (Goals included within Rehabilitation Programs)

Responsible Agency: Community Development Department

Funding Sources: (Same as for Rehabilitation Programs)

Implementation: Immediate and ongoing

3. **Rental Subsidy Programs:** The large proportion of low income families within the City necessitates the continuation and expansion of programs which offer rent subsidies to assist these families in obtaining adequate housing. The City shall continue to utilize all available funding sources for rent subsidies, such as Section 8 vouchers. In addition, the City shall consider taking a more proactive role to secure additional sources of funding for rent subsidies and to encourage property owners to accept rental vouchers from low incomes families.

Objective: Number of families to be assisted: 10 additional families per year, 50 families total (does not include existing assisted families)

Responsible Agency: Housing Division

Funding Sources: Section 8, and other programs as funding may become available

Implementation: Immediate and ongoing

4. **Demolition Controls:** The demolition of nearly 1,200 housing units as a result of the Century Freeway construction severely impacted the supply of housing within the City. Consequently, controls shall be applied to prevent the further demolition of housing which is in sound condition. The City should consider adopting an ordinance which prohibits the removal of existing residential units which are in sound condition without a plan for the relocation or replacement of such housing on a one-for-one basis.

Conversely, the City should develop incentive programs for the replacement of deteriorated structures which cannot be adequately upgraded to habitable condition. In these instances, owners should be encouraged to recycle their properties to new residential uses through the use of a variety of assistance tools such as tax rebates, expedited permit processing, assistance in securing subsidized financing, and redevelopment area incentives where applicable.

Objective: Prevent demolition of housing units unless replacement units are provided

Responsible Agency: Building Division

Funding Sources: City funding of staff resources

Implementation: Immediate and ongoing

6.4.3 HOUSING MAINTENANCE

Goal No. 5: Develop practical solutions to resolve problems of overcrowding and substandard occupancies.

Goal No. 6: Promote equal housing opportunities for all Lynwood residents.

Policies:

- Formulate a plan for increasing the funding and staffing of code enforcement activities.
- Focus code enforcement activities toward alleviating overcrowding and substandard occupancies.
- Prohibit discrimination in the sale or renting of housing to any person on the basis of age, sex, race, religion, ethnic background, marital status, or other arbitrary considerations.

Programs:

- 1. Increased Code Enforcement Funding:** Lynwood is currently faced with limited resources with which to address all of the code enforcement requirements of the City. Moreover, as the City's housing stock continues to age, the number of inadequate and substandard occupancies can only be expected to rise. Consequently, the City must consider ways to increase both the personnel and financial resources which it dedicates to code enforcement. This may require a reallocation of general fund monies or the creative solicitation of outside funding from federal, state, or county sources to supplement existing funding for code enforcement.

Moreover, an indepth analysis of existing resources must be made to maximize the use of new funds should they become available. This might include an approach which incorporates a combination of additional personnel, computerization, and management reorganization.

Objective: Enforce health and safety regulations and encourage neighborhood preservation

Responsible Agency: Code Enforcement Division

Funding Sources: City funding of staff resources

Implementation: Immediate and ongoing

- 2. Focused Code Enforcement on Priority Needs:** In the wake of limited code enforcement resources, one solution is to prioritize the code enforcement needs of the City to those violations which create the most critical health and safety concerns. One of the most severe code enforcement problems facing the City is the preponderance of overcrowded units and substandard occupancies. Overcrowded units not only threaten to health and safety, but also severely burden the City's infrastructure and services beyond intended capacities. Substandard units similarly pose threats to the health and safety of the community. Consequently, the City should focus its code enforcement activities first to those infractions within substandard units or illegal occupancies, such as garages and building additions which have not been approved by the Building Department for residential uses. Second, code enforcement should be focused on the overcrowding of legal residential units.

To assist in prioritizing code enforcement activities the City shall also consider strengthening the discretionary powers of code enforcement personnel, penalties for second notices of noncompliance, and more stringent prosecution by the City Attorney.

Objective: Reduce threats to health and safety

Responsible Agency: Code Enforcement Division

Funding Sources: City funding of staff resources

Implementation: Immediate and ongoing

3. **Elimination of Discrimination:** The City shall continue to promote equal opportunity in housing by avoiding economic segregation, and discrimination based upon age, sex, race, religion, ethnic background, marital status, and other arbitrary factors. Some of the mechanisms which the City shall utilize in its goal to eliminate housing discrimination include:

- Retain in force the City's ordinance which renders it illegal to discriminate in the sale or rental of housing.
- Provide a procedure for the reporting, investigation, and follow-up of complaints about illegal housing discrimination. This potentially can be accomplished through the Housing Services Center, recommended as part of the set of programs set forth within this Housing Element.

- Strictly enforce the City's anti-discrimination ordinance through diligent prosecution of violations by the City Attorney.

- Enforce barrier free legislation (Title 24) which requires that easy access be provided in all newly constructed housing units to persons with physical disabilities.

Objective: Ensure equal housing opportunities
Responsible Agency: Community Development Department and City Attorney

Funding Sources: City funding of staff resources

Implementation: Immediate and ongoing

6.4.4 SPECIAL NEEDS

Goal No. 7: Develop solutions for meeting the special needs of Lynwood's elderly, handicapped, large family, single-parent, and homeless populations.

Policies:

- Encourage living arrangements which best accommodate the life styles of the City's elderly population and individuals with physical disabilities.

- In accordance with the 1988 Housing Assistance Plan, process for development the construction of 30 new units for low income elderly renters.
- Establish a procedure for working with local social service agencies to develop solutions to meet the needs of Lynwood's homeless population.

Programs:

1. **Establish Housing Services Center:** To service the many housing needs and issues confronting the City, the City shall establish a centralized information and problem-solving entity, the Housing Services Center. This center shall be City sponsored and supervised and will provide a mechanism through which property owners, renters, and developers can obtain information regarding the various housing programs which are available within the City. Moreover, this center can assist in monitoring code enforcement and housing discrimination complaints and direct these problems to the appropriate City agency responsible for handling these types of problems.

The other purpose of the Housing Services Center is to increase community awareness of available self-help and rehabilitation programs and to encourage neighborhood and civic pride through greater utilization of preservation and improvement programs.

Objective: Provide a housing services clearinghouse
Responsible Agency: Community Development Department
Funding Sources: City funding of staff resources
Implementation: Immediate and ongoing

2. **New Elderly Housing:** The City has set a three-year goal within its Housing Assistance Plan to construct 30 new housing units for low income elderly residents. It is intended that these units be built with Housing and Urban Development funds under the Section 202 new construction program. In addition, the City will investigate the feasibility of securing Special User Housing Rehabilitation Program funds (SUHRP) through the California Department of Housing and Community Development. The SUHRP program awards low-interest, deferred payment loans to owners for the acquisition and/or rehabilitation of apartments for the elderly.

Objective: 30 units for low income seniors
Responsible Agency: Housing Division
Funding Sources: HUD Section 202, SUHRP
Implementation: By 1994

3. **Encourage Shared Housing Arrangements:** Due to the excessive cost of housing throughout the region, the City must implement creative solutions to meeting the housing needs of all of its citizens. One mechanism for maximizing the use of the existing housing stock is to promote opportunities for shared living arrangements. These types of shared living arrangements are best suited for elderly, disabled, and single-parent families. The Housing Services Center can act as a clearinghouse for those Lynwood residents seeking and offering shared living arrangements.

For elderly residents the California Department of Housing and Community Development offers a special program, the Senior Citizens Shared Housing Program (SCSHP) which helps pay the administrative costs of matching seniors with other seniors, or with a younger person, with whom they can share housing. This program is also available to disabled seniors.

Objective: Facilitate the establishment of shared living arrangements
Responsible Agency: Housing Division
Funding Sources: SCSHP - State of California
Implementation: Immediate and ongoing

4. **Continued Support of Homeless Shelter:** The only shelter currently available within the City for homeless persons is operated by the Christian Rescue Center. This facility is now operating out of a rented motel facility on Long Beach Boulevard. There is currently a limited demand for this facility by homeless persons. Approximately 25-30 homeless persons per day utilize the facility, in contrast to the center's total capacity of 250 rooms. The center has designated approximately 15 percent, or 37 rooms, for occupancy by homeless persons. This suggests that the facility is capable of handling increased demand should the need arise.

The City shall monitor the demand for this shelter and assist the center in obtaining emergency shelter funding from all available federal, state, and county sources.

Objective: Provide emergency shelter for 25-30 persons per day
Responsible Entity: Christian Rescue Center
Funding Sources: Federal Emergency Shelter Grant Program, State Emergency Shelter Program
Implementation: Immediate and ongoing

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Economic Development Element

City of Lynwood

7. ECONOMIC DEVELOPMENT ELEMENT

7.1.0 INTRODUCTION

The Economic Development Element of the City of Lynwood General Plan establishes the process, policies, and programs to be used to promote economic development in the City. This Element addresses:

- An overview of the process for achieving economic development in the City;
- Existing and projected economic conditions in the City and the associated development opportunities and constraints;
- Goals and policies to guide future economic development in the City;
- A strategy to achieve the economic development goals of the City and associated programs to implement the economic development strategy.

7.2.0 ECONOMIC DEVELOPMENT PROCESS

To establish the framework for economic development in Lynwood, it is useful to first examine a basic process for achieving economic development. Understanding of this process can then be used to develop mechanisms for the initiation of

governmental actions to influence market forces and result in successful economic development in Lynwood. Essentially, this process consists of three components:

- Evaluation of current and projected economic conditions, and development opportunities and constraints in the City.
- Adoption of economic development goals for the City, consisting of the identification of the type of economic activity desired in the City.
- Development of an economic development strategy and programs to attract, retain and enhance business activity in the City.

The first component, evaluating economic conditions, involves data collection and analysis to establish the current economic conditions, future economic trends, and development opportunities and constraints in the City. Pertinent data includes statistical economic indicators for the City, such as building activity, sales, new business starts, existing business expansions and closures in the City, economic conditions in surrounding communities, regional economic conditions, and

attitudes regarding doing business in Lynwood. In addition, an assessment of the City's infrastructure needs to be made to establish capacity to support economic growth. The City can then use this data base to track changing economic conditions and trends and identify both development opportunities and existing barriers to economic development. This will allow the City to target the economic activities most likely to be successful in the City. *APPENDIX B - EMPLOYMENT AND ECONOMIC ACTIVITY* provides a more detailed summary of economic background information.

The second component, identifying the City's economic development goals, involves determining the type and mix of economic activity which can promote economic growth while preserving the City's quality of life. This process involves an examination of the benefits of an expanded tax base, enhanced employment opportunities, and increased availability of goods and services in the community. These benefits are weighed against the impacts of economic growth, which may include traffic congestion, noise, diminished air quality, and overcrowding. This knowledge, coupled with the understanding of the economic conditions in which the City operates, allows the City to establish a vision of its economic future and identify the goals and policies which will best guide future economic development.

The third component involves the delineation of specific programs aimed at achieving the economic development goals and policies of the City. These programs can provide the support needed to retain and expand existing businesses and to attract new

businesses to the City. The action program must also bring together the major participants in economic development, including government, the business community, and the real estate and banking communities.

The remainder of this Economic Development Element contains an analysis of economic conditions, a statement of goals and policies, and the presentation of a strategy and programs which have been developed under this process and which constitute the City's approach to economic development.

7.3.0 ECONOMIC CONDITIONS, DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

7.3.1 CURRENT AND PROJECTED ECONOMIC CONDITIONS

The economy of the City of Lynwood has been greatly affected in recent years by the Century Freeway (I-105) project. During the early to mid-1980's, the acquisition of properties and the displacement of residents and businesses for this massive highway project slowly eroded the City's economic base. Many businesses moved elsewhere or closed entirely, while the loss of housing units negatively impacted the retail sales base of the City. As of 1989, the City's economy was comprised of manufacturing (62 percent), commercial (30 percent), and office (8 percent) uses. The majority of the manufacturing activity which occurs in the City is characterized as light manufacturing and small module

manufacturing. The industrial corridors of the City are located at the western City limits, along the Alameda Street corridor, and at the eastern City limits, adjacent to the Long Beach Freeway (I-710) corridor. The commercial core is located in the central portion of the City, anchored by the Lynwood Towne Center shopping center. Most of the City's office development is located near the Civic Center and St. Francis Medical Center areas.

Although the dramatic increase in building permit activity in the City in recent years (from \$400,000 in 1983 to nearly \$20 million in 1988) might suggest an equally dramatic rise in economic activity, much of this increase has been attributable to a limited number of large projects which have recently been constructed in the City. These projects include the Lynwood Towne Center, the Century/Alameda Distribution Center and a parking structure for the St. Francis Medical Center.

Employment

Given the high level of manufacturing activity within the City, it is not surprising that the City's employment base of approximately 22,000 is characterized primarily by employees engaged in industrial activities. The City has a higher concentration of manufacturing employment and a lower proportion of managers, professionals, and clerical workers than Los Angeles County. Among Lynwood residents, the unemployment rate is consistently higher than the county-wide average. This factor is reflected in the lower than average median income in the City and has significant

impacts upon the City's retail sales base. The City's largest employer is the St. Francis Medical Center, with 1,500 employees. The City's largest industrial employer is the Earle M. Jorgensen Company, a steel company which employs 400 workers.

Retail Activity

Total retail sales in the City declined nearly 20 percent between 1984 and 1986, while sales in surrounding communities increased during this period. However, since 1987, the retail sales in the City have been increasing. By providing Lynwood residents with a viable shopping opportunity in the City, the opening of the Lynwood Towne Center played a major role in this turnaround.

The retail sales potential of the City is greatly affected by the limited income of local residents. The City's per capita median income of \$8,689 in 1989 was nearly 40 percent below the county level of \$14,313. Retail sales per capita of \$3,425 were slightly more than one-half the county average of \$6,816. Because the City does not possess major retail facilities which would make the City a retail destination, such as a regional mall which draws customers from long distances, most of the City's retail sales are made to City residents and employees.

With population growth in the City expected to remain flat in the next five years, demand for additional retail space is not expected to grow significantly over current levels. With estimated per capita retail sales of \$3,425, the total retail

sales base in the City as of 1989 was approximately \$185 million, based on a current City population figure of 54,000. Because residents typically make roughly 55 percent of their retail purchases within their own community, the retail sales base for in-City purchases totals approximately \$102 million. At a sales rate of \$125 per square foot, approximately 800,000 square feet of retail development may be supportable by this retail sales base. Approximately 780,000 square feet of retail and restaurant development currently exists within the City and an additional 15,000 square feet is under construction. Under these conditions, the market would appear to be capable of supporting only an additional 5,000 to 10,000 square feet of retail development in the near-term.

Manufacturing

In the manufacturing sector, the City is generally included in a market area known as Los Angeles-Central East which includes Lynwood, southeast Los Angeles, and the cities of South Gate, Cudahy, Huntington Park, Bell, and Vernon. This market area is characterized by older industrial buildings and relatively slow economic growth. The market area must compete for new development with other market areas such as the Wilmington/Harbor area, Long Beach, Carson/Compton, Gardena/Hawthorne, and the Santa Ana Freeway corridor. These areas offer greater accessibility and newer and more modern industrial facilities than are generally available in the Los Angeles-Central East market. As a result, the absorption of new industrial space in Lynwood and surrounding areas has been limited in

recent years, averaging between approximately 100,000 and 200,000 square feet annually. In response, some new projects have been developed within the market area, including the 88-acre South Gate Industrial Park complex in South Gate (currently in phased construction) and the 300,000 square foot Century/Alameda Distribution Center in Lynwood. At the current rate of absorption, it will require a minimum of six to eight years before these projects will be substantially occupied. As a result, these projects would be expected to consume most of the demand for new industrial space in the market area over the near term. However, the large South Gate Industrial Park project is expected to target major industrial users, rather than incubator space or smaller industrial projects. As such, although the near term market for new industrial development is considered limited for the Los Angeles-Central East market and consequently, for the City of Lynwood, it may be possible for the City to attract incubator facilities or smaller industrial users from within the market to Lynwood. Sales and leasing activity of existing industrial space have been relatively strong, indicating possible increased industrial activity in the area.

7.3.2 DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

Opportunities

Lynwood's central location in Los Angeles County, coupled with good freeway accessibility provided by the Long Beach Freeway, could prove attractive to some industrial and service users. The Century

Freeway can only serve to enhance Lynwood's locational advantages. Completion of the freeway project in 1993 will greatly increase the accessibility and visibility of the City and, as a result, will probably increase the attractiveness of the area for businesses desiring a central Los Angeles County location. In particular, businesses whose activity is focussed in Los Angeles County and who require good access to customers located throughout the county could be attracted by these features. For example, Lynwood's central location provides an excellent staging point for construction and repair businesses; businesses which provide in-office services (such as vending machines or coffee service) to other businesses; and centralized equipment repair shops which receive equipment to be serviced from field depots. Businesses such as these would fall into the category of small industrial users which might not necessarily be attracted to larger industrial complexes such as the South Gate facility. The availability and relatively low cost of land in Lynwood provides opportunities to develop such centralized staging and collection facilities. This development could occur in the City in either the Alameda Street or Long Beach Freeway corridors.

In addition, sites located adjacent to freeways and freeway intersections are typically considered very attractive locations for development. With most sites adjacent to existing freeways in the region now developed, the opening of the Century Freeway would be expected to provide new freeway locations for development. As a result, the City may ultimately experience increased development pressure

in the vicinity of the Century Freeway interchange located at Long Beach Boulevard. With the commercial anchor for the area now provided by the Lynwood Towne Center, retail and commercial facilities are the most appropriate forms of development in this area.

Constraints

Infrastructure system capacity could constrain development in certain areas within the city. Additional studies are required to establish the capability of existing infrastructure to support industrial growth in the City. Land ownership patterns and zoning restrictions could provide further constraints to development in Lynwood.

7.4.0 ECONOMIC DEVELOPMENT GOALS AND POLICIES

As a first step to improving employment and economic activity in the City, the City has established goals to provide overall guidance for economic development. The economic development goals established by the City are broad-based statements of purpose which reflect local community values and desires. The purpose of these goals is to provide general direction in the formulation of policies and programs which support the economic development of the City. As broad-based goals, these statements are intended to allow for flexibility in developing programs which allow the City to adapt to changing economic conditions.

The goals set for this Economic Development Element are as follows:

Goal No. 1: Ensure that Lynwood can fiscally respond to its present and future service and facility needs.

Goal No. 2: Provide programs to strengthen and expand existing Lynwood businesses.

Goal No. 3: Develop innovative programs to attract new businesses to Lynwood based upon its central location within the region and excellent freeway accessibility.

Goal No. 4: Promote job opportunities for existing residents, particularly those who suffer from chronic unemployment, to achieve parity between jobs and resident workers.

Although these goals may be impacted in the near-term by market constraints and limited resources available to assist economic development, the policies and programs in this Economic Development Element are consistent with the City's desire to establish priority programs that can create the foundation for future activities as additional resources become available.

To achieve the economic development goals outlined above, the City has adopted the following policies designed to further the Economic Development Goals of this General Plan:

Policy No. 1: Provide mechanisms to ensure that municipal programs promote economic development goals of expanding the City's revenue base.

Policy No. 2: Develop business assistance programs to assist retailers and commercial owners in operating their businesses profitably and to better serve Lynwood residents.

Policy No. 3: Take advantage of local, county, state and federal programs to provide financial and technical assistance to encourage new businesses to locate in Lynwood.

Policy No. 4: Develop strategies to capture opportunities presented by growth of the Alameda Corridor.

Policy No. 5: Capitalize on opportunities provided by the Lynwood Towne Center and Long Beach Boulevard freeway interchange to attract commercial and retail development.

Policy No. 6: Aggressively cooperate with appropriate institutions and agencies to provide job training and employment opportunities for City residents.

7.5.0 ECONOMIC DEVELOPMENT STRATEGY AND PROGRAMS

7.5.1 ECONOMIC DEVELOPMENT STRATEGY

Given the City's goals and policies, the following components constitute the economic development strategy of the City of Lynwood:

1. The City shall pursue industrial development in the industrial corridors. In the near-term, the targeted market shall be incubator facilities and small industrial uses, particularly those businesses which can best capitalize on Lynwood's central location within Los Angeles County. Recognizing these industrial space users could also locate in surrounding communities, the City realizes the need to undertake aggressive marketing and business assistance programs to attract these businesses to Lynwood. However, the City does not, in the near-term, desire to compete directly with the South Gate Industrial Park. Over the longer term, beginning in the mid-1990's, the City may be able to develop a larger industrial park facility in one of the City's industrial corridors, once the South Gate project has been substantially completed and leased.
2. The City shall pursue retail and commercial development in the commercial core of the City, in the vicinity of the Lynwood Towne Center and the Long Beach Boulevard interchange of the Century Freeway. In the

near-term, the market for this development is expected to be limited and would consist primarily of small neighborhood-oriented shopping centers. However, the City will focus this development in the commercial core rather than in dispersed locations throughout the City. This will enhance the viability and visibility of this location in anticipation of the opening of the Century Freeway in 1993. Once the Century Freeway opens, the City shall identify and capitalize on commercial and retail development opportunities which result from the increased accessibility and visibility provided by the freeway.

3. Finally, the City shall pursue additional sources of funding to expand economic development assistance in the City. The City shall aggressively explore state and federal programs for economic development. Because these programs are constantly changing, the City shall continuously monitor the status and availability of state and federal economic development assistance and shall integrate this assistance into the City's economic development programs to the maximum extent possible.

7.5.2 ECONOMIC DEVELOPMENT PROGRAMS

The following sections describe specific programs to be adopted by the City to implement the economic development strategy. The program statements are organized to include the following components:

1. A statement of the program or action.
2. Objective or need to be served.
3. The responsible agency or government department to be charged with implementation.
4. The actual or potential funding source.
5. The schedule for implementation.

Programs:

1. Develop a computerized information system to track economic conditions and trends and identify development opportunities in the City.

If the City is to successfully manage economic development, sufficient information must be available to monitor trends and identify the markets which are the most promising for the City to pursue. A City-wide computerized information system would accommodate this need. This information system shall include statistical indicators of economic development in the City, such as building activity, sales, new business starts, existing business expansions and business closures in the City, economic conditions in surrounding communities, regional economic conditions, and attitudes of the business community on doing business in Lynwood. This system will allow the City to continuously monitor economic conditions and to react quickly to changes which require modifications to the City's economic development strategy.

Objective: Develop a computerized information system to support economic development in Lynwood

Responsible Agency: Community Development Department

Funding Sources: City government

Implementation: Immediate and ongoing

2. Undertake studies of infrastructure systems in Lynwood to determine the capability of existing infrastructure to support growth.

Limited information is now available on the capability of Lynwood's infrastructure systems to support additional economic growth. Studies shall be undertaken to establish the existing capacity and potential deficiencies of the City's water, sewer, transportation, and utilities systems. The findings of these studies shall be reflected in the City's economic development data base to provide full understanding of the impact on the City's economic development strategy and programs.

Objective: Undertake studies of infrastructure conditions and capacity to support future economic development

Responsible Agency: Community Development Department

Funding Sources: City government

Implementation: Immediate and ongoing

3. Establish an ad hoc committee consisting of public sector members and representatives of the City's business community to monitor the

economic development strategy and recommend additional economic development programs in the City of Lynwood.

Economic development does not occur in a vacuum. Successful economic development requires the active participation of the concerned parties. These include the City and the City's business community, as well as the lending and real estate communities active or interested in investing in the City. None of these parties can accomplish economic development in Lynwood unilaterally. The City needs the cooperation of the business community in expanding and upgrading existing businesses and attracting new businesses to Lynwood. The business community needs the City's cooperation in providing a generally favorable and consistent regulatory climate for development and, in some cases, providing public facilities and subsidies for business activity.

The ad hoc committee would be designed to create the formalized structure for public-private cooperation to provide the insight and guidance necessary to promote the economic development strategy for the City. Consisting of representatives of City government departments, local businesses, lending institutions, the real estate industry and community groups, the ad hoc committee should be responsible for advising the City Council on implementing the economic development strategy of the City. The committee should

provide a forum for the development of local leadership and a mechanism for outreach to the business, real estate, and lending communities to support economic development in Lynwood.

Responsibilities of the committee should be to identify the requirements of businesses in Lynwood and focus City programs on issues considered critical to business development. The ad hoc committee shall identify the proper strategies to effectively market the City of Lynwood as a City receptive to economic development. The ad hoc committee shall advise the City Council on implementation measures and modifications to the economic development strategy which become necessary as a result of economic changes in the City, or in regional or subregional market areas.

The ad hoc committee shall also review existing City business assistance programs, modify them as necessary, and develop new programs which better meet the needs of businesses for upgrading or expanding operations. City economic development programs include project assistance provided by the Lynwood Redevelopment Agency, technical assistance to businesses provided through the Lynwood Local Development Company, promotional assistance provided by the Economic Development Corporation of Los Angeles County (EDC), and rebates for rehabilitation projects and business loans through the revolving loan fund. State tax incentives provided by the Greater Watts

Economic and Employment Incentive Area (GWEEIA) should also be reviewed to determine the effect of each on economic development in the City. The review should focus on whether resources are properly targeted toward the most pressing needs of the City and an assessment of the means by which changes to existing programs may help implement the larger economic development strategy of the City. In addition to existing programs, which may be modified to increase their effectiveness in facilitating economic development, the committee may wish to consider new programs, including state and federal development grants, additional highway relocation assistance, establishment of business improvement assessment districts, and self-help and voluntary action programs within the City. The committee may also wish to encourage the City to participate in financing incubator facilities like the Economic Resources Corporation business park, which provides ready-to-lease facilities to potential tenants, or expanding the use of redevelopment powers to facilitate land assembly for development.

Objective: Monitor and assist in the implementation of the City's economic development strategy and identify additional economic development programs to be undertaken by the City

Responsible Agency: City government and the private sector

Funding Sources: City government and the private sector

Implementation: Immediate and ongoing

4. Develop a marketing program to attract new development to the City.

Further, successful economic development only takes place within the context of other favorable conditions in the City, such as good housing, adequate infrastructure and public facilities, and a safe environment. In this regard, the City of Lynwood has an image problem. With the exception of the newly constructed Lynwood Towne Center, the lack of recent significant development activity, the disruptive impacts of the Century Freeway project, and reports of social problems in the City have contributed to a relatively unfavorable perception of Lynwood as a place to conduct business. In order to overcome these negative perceptions, the City must achieve unity and consensus among crucial economic leaders on an approach to promote the advantages of doing business in Lynwood.

An important component necessary to implement the City's economic development strategy is a marketing plan which capitalizes on the City's strengths to attract desirable, high quality development that expands the City's revenue and economic base. A proactive and concerted marketing effort will be required to accomplish this goal. Potential selling points for the City include its central

location within Los Angeles County, the accessibility provided by the Long Beach Freeway and soon-to-be-completed Century Freeway, the availability and relatively low cost of land, as well as a positive community self-image and active support for development as demonstrated by its economic development strategy and programs to assist businesses locating in Lynwood.

Implementation of the marketing component of the economic development strategy may be accomplished by the hiring of a marketing consultant, continuing use of the County EDC for marketing services, and outreach by members of the City's business community. This latter option can be coordinated through the auspices of the ad hoc economic development committee. For its part, the City must ensure that it is actively represented in every organization involved in planning, marketing, and attracting development to the South Central area of Los Angeles County. Such representation will help the City capture its share of the activity occurring in the market area.

Objective: Develop a comprehensive marketing plan to implement the City's economic development strategy

Responsible Agency: City government and the private sector

Funding Sources: Federal, state and local government and the private sector

Implementation: Immediate and ongoing

5. Develop a clear and consistent set of development requirements for future economic development projects in the City.

The City, with the assistance of the ad hoc committee, shall establish a set of development standards to guide specific projects which may be attracted to the City as a result of the economic development strategy. If the economic development strategy is to be effective in the long-term, the development which it supports should not be intrusive, incompatible, or otherwise relatively impact the City. Such standards may include definition of development densities, design standards, acceptable traffic impacts, infrastructure requirements, expectations for revenue generation and mitigation programs. These standards must be considered carefully to balance the City's economic needs with its quality of life. In broadest terms, these standards shall be structured in a manner which maintains the City's quality of life without being overly restrictive. By establishing these standards as part of its economic development strategy, the City will provide potential developers with a clear and consistent set of guidelines, reducing uncertainty and establishing the City's reputation as a professional environment in which to conduct business.

Objective: Adopt a set of development standards to guide future development in the City

Responsible Agency: City Council
Funding Sources: City and Private sector
Implementation: Immediate and ongoing

6. Aggressively pursue development opportunities associated with the Century Freeway project, including use of excess freeway land for economic development, joint development of highway property, and freeway-related development.

Development opportunities associated with the Century Freeway are included in the City's economic development strategy. Even though this project has physically divided the City, the Century Freeway can reunite the City in the future. The focal point of this effort will be the Long Beach Boulevard interchange which can be developed with a nodal concept encompassing both the transportation facilities (freeway and rail) and existing development in the area (the Lynwood Towne Center). The City is positioned to potentially capture three beneficial effects of the Freeway, once the project is completed in 1993.

First, excess land, acquired by CalTrans but not used for right-of-way, will become available for acquisition by the City. This land can potentially be used for commercial development or recreational facilities which can provide a buffer between the freeway and commercial and residential areas.

Second, joint development of the CalTrans park-and-ride facility at Long Beach Boulevard should be actively explored. Joint development involves the private development of publicly-owned land, usually through a ground or air rights lease. Such development could be particularly beneficial if it occurs south of the Century Freeway, as it would provide a link between the northern and southern sides of the freeway. Small-scale development of this area would reconnect areas now separated by the freeway project and enhance the visibility of the now largely undeveloped southern side. This link could be further enhanced by the use of shuttle services, such as the Lynwood Trolley, between development projects on both sides of the freeway. The use of CalTrans property to achieve Lynwood's economic development objectives will require extensive coordination between the City and CalTrans. Therefore, preliminary feasibility studies should be undertaken immediately, while it is still possible to make minor design changes which will facilitate joint development.

Finally, sites located adjacent to freeways and freeway intersections are considered attractive locations for development. The opening of the Century Freeway will significantly increase the availability of freeway adjacent locations within the City. As a result, the City may ultimately experience increased development pressure near the Century Freeway. By channeling this

development to parcels south of the freeway, the nodal development of the interchange area will be enhanced. Accommodation of this development would be facilitated by the relocation of existing low density uses, including rental equipment yards and storage facilities, to parcels immediately adjacent to or under the freeway right-of-way.

Additional feasibility studies for freeway-oriented development may be required as the effects of the Century Freeway on economic conditions in this area of the City materialize.

Objective: Incorporate development opportunities created by the Century Freeway project into the City's economic development strategy

Responsible Agency: Community Development, CalTrans, and the private sector

Funding Sources: CalTrans, the City, and the private sector

Implementation: Immediate and ongoing

LYNWELE3.312 (11/21/90)

Community Design Element

City of Lynwood

8. COMMUNITY DESIGN ELEMENT

8.1.0 INTRODUCTION

Community design is the active process of guiding the design and development of public and private properties. Community design attempts to establish the framework for interrelating decisions on public works, engineering, land use planning, parks and recreation, landscaping, and architecture. This design element describes the overall principles upon which more detailed decisions can be made about subareas, individual sites, and specific projects within the City.

8.2.0 CITY GOALS

This Community Design Element delineates specific design guidelines which establish the City's image reflective of its history and its present and future aspirations.

The City's overall objective, in introducing a community design process, is to preserve positive aspects of the City (residential neighborhoods, landscaped streets, etc.) and to eliminate aspects of the City's image which are less desirable (e.g., interruption in community synergy resulting from the Century Freeway, ill-defined portals or borders with neighboring communities, and the elements and/or the perceptions of crime caused by design factors.) Moreover, these design standards are intended to enhance Lynwood's overall land use, zoning and economic development planning processes over the

long term by providing a positive cumulative impact on the character of new development projects within the City.

The community design goals established by the City are broad-based statements of purpose which reflect local community values and desires. The purpose of these goals is to provide general direction in the formulation of policies and programs which support community design within the City.

Goal No. 1: Encourage physical development that enhances the positive image of the City as a balanced residential community, indicative of its "All American City" status.

Goal No. 2: Define urban design components that provide a unique visual character for the City and distinguish the City from its neighboring communities.

Goal No. 3: Develop innovative strategies for bridging the physical separation of the City created by construction of the Century Freeway.

In the process of developing generalized urban design goals for the City of Lynwood, specific policies were formulated to further refine and provide substantive recommendations in support of

the community design goals articulated above. The policies which accompany these goals are as follows:

Policy No. 1: Formulate general design guidelines for residential and commercial properties to ensure that new construction and renovation of existing structures achieve a high level of architectural and site design quality.

Policy No. 2: Develop design guidelines which facilitate the creation and identification of distinct neighborhoods throughout the City.

Policy No. 3: Develop street median landscape standards to enhance the streetscape.

Policy No. 4: Develop joint programs with adjacent jurisdictions to create a distinct image for the City as citizens travel to and from Lynwood; a pattern of identifiable portals should be created to improve the image and identity of the City.

Policy No. 5: Ensure that signage is visually attractive, compatible within the neighborhood setting and provides a high quality image for the City.

8.3.0 COMMUNITY DESIGN POLICIES AND PROGRAMS

In an effort to provide some organization to the development of practical programs which seek to fulfill Lynwood's Community Design Goals and Policies, four distinct types of urban design characteristics for the City were identified:

- corridors
- gateways
- activity nodes
- residential districts

Corridors which are considered to present unique opportunities for enhancing the City's urban design image include the Long Beach Freeway corridor, the Century Freeway corridor, the Long Beach Boulevard corridor, the Imperial Highway corridor and the Atlantic Avenue corridor.

Significant gateways to the City include the intersections of Martin Luther King, Jr. (MLK) Boulevard and Alameda Street; Long Beach Boulevard at the City of Southgate border; Atlantic Avenue and Imperial Highway; and Long Beach Boulevard, Atlantic Avenue and Alameda Street at the City of Compton border. In addition, important gateways associated with the freeways include the ramps of the Long Beach Freeway (I-710) and Imperial Highway and MLK Boulevard, and the planned ramps of the Century Freeway (I-105) and Long Beach Boulevard.

Three distinct urban nodes were identified which constitute the center of the City from both a functional and urban design perspective. These activity nodes include the Lynwood Towne Center which constitutes the commercial/retail node, the St. Francis Hospital and adjacent uses which make up the major institutional node within the City, and the Civic Center/Park node which represents the governmental node.

The City contains several residential areas which can be developed into distinct neighborhoods with unique nomenclature, community identity, and distinctive architectural guidelines. Eight such districts are suggested based upon land use policy, geographic considerations, and logical borders such as commercial and transportation corridors. Some of the elements that might be varied among the different districts to distinguish these neighborhoods include street trees, street lighting fixtures, street signs, sidewalk paving and architectural details such as roof types. The intent of these residential districts shall be to stimulate a focus on residential neighborhoods as a key attribute of the City and to encourage community pride within these districts. The establishment of these residential districts can serve to further reinforce the concept of neighborhood preservation and community involvement as articulated in the Housing Element of this General Plan. Several existing institutions such as the block club organizations can be utilized to further strengthen this concept of residential districts and to determine the actual boundaries of these districts.

Utilizing these types of urban characteristics as a basic foundation for analysis, the types of programs recommended to fulfill the Community Design Goals and Policies fall within the following three categories:

- improving the City's image
- establishing activity nodes and residential districts

- developing design guidelines for residential and commercial areas

8.3.1 Image

The public image of the City may, or may not, correspond to the reality of the City. A city's image is usually created over time and contains many stereotypes which become outdated. Residents may hold completely different perceptions of the City than do outsiders. The image of the City held by outsiders may be based more upon media images than on actual familiarity with the City or contact with its citizenry. At the present time, many people not familiar with the City have perhaps a far more negative image of the City than those who live, work and/or play Lynwood.

From a regional perspective, the City is endowed with many community design assets which would go far in encouraging physical development and promoting a positive community image. The City is currently impacted by several major regional freeways and thoroughfares which help to define the City's boundaries and its regional image. To the west is the Alameda Street corridor and to the east lies the Long Beach Freeway. The Century Freeway traverses the central portion of the City. Although each of these major transportation systems present certain constraints to the urban design of the City, nonetheless they can be reconsidered to play a positive role in shaping the City's new image.

The emerging relationship between the City and surrounding communities can also assist in creating

a unique design image for the City within its regional context. The relationship of Lynwood to the community of Watts is currently defined by the Alameda industrial zone located at the western boundary of the City. Distinctions must also be created between the City and its neighbor to the north, the City of Southgate, and the City of Compton which borders Lynwood to the south.

The programs recommended to enhance the image of the City are broad-based in focus and are intended to promote a positive visual image of Lynwood to both its residents and those who may visit the City. These "image" programs include: corridors, gateways, and streetscape.

Corridors

The types of corridors considered are: 1) commercial corridors, specifically the Long Beach Boulevard Corridor and the Atlantic Avenue Corridor; and 2) landscaped boulevards which include Imperial Highway and Martin Luther King Boulevard.

Commercial Corridors:

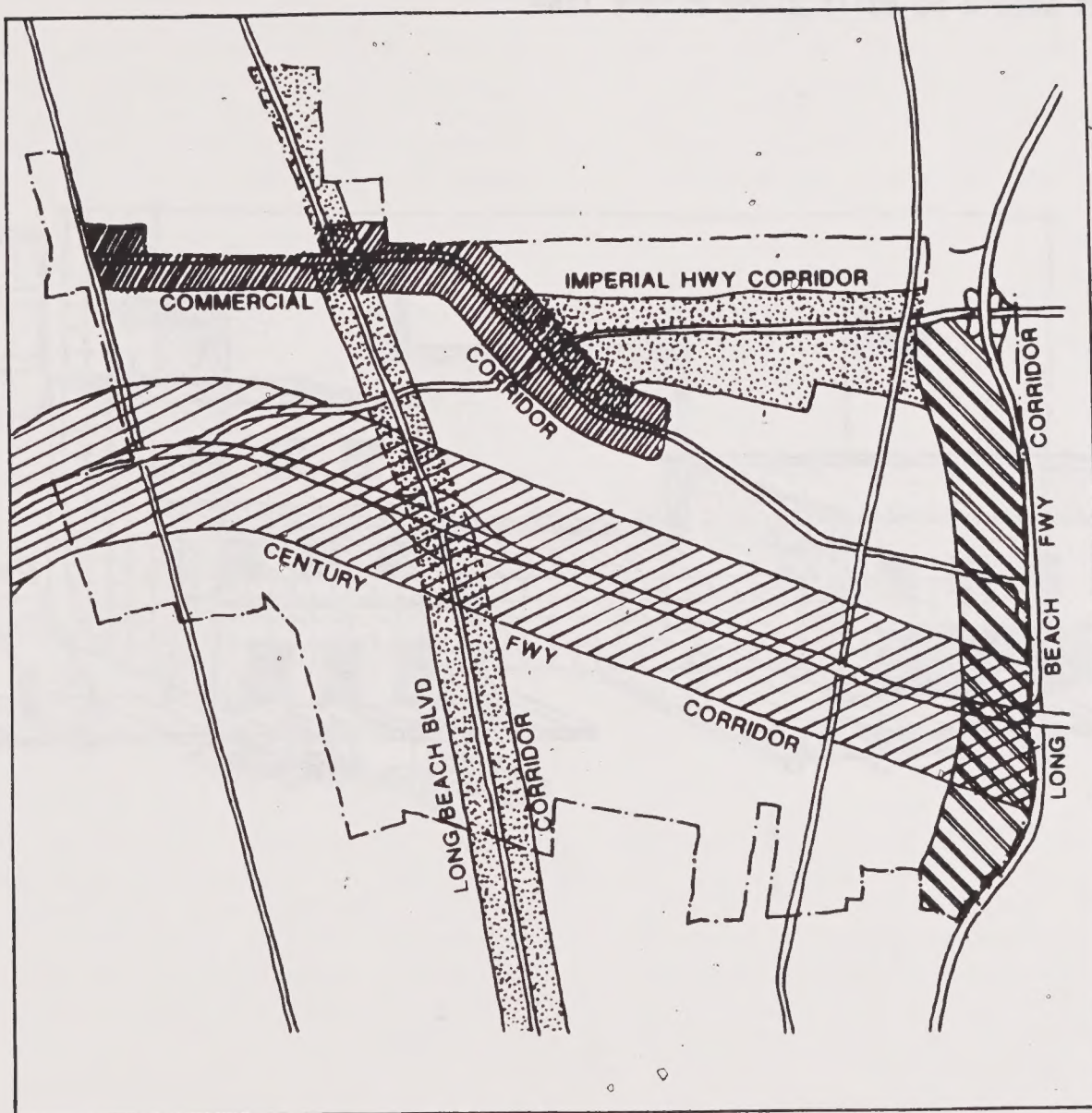
The design focus on Long Beach Boulevard and Atlantic Avenue shall be to develop effective building guidelines to ensure visual continuity within these two important commercial and retail corridors. It is intended that visual improvement of these corridors will not only enhance the urban setting but will also contribute positively to the economic viability of these areas by making these corridors more attractive places to shop and work.

- Building facades are the most important elements within these corridors. Consequently, efforts should be made to maximize the amount of facade coverage along the street frontage. The use of the street frontage for parking areas should be discouraged.
- Building facades which front the commercial corridors should be at the minimum setback line. Through the location of front facades close to the streetline, more prominent facades can be designed to encourage pedestrian activity.
- For new retail uses along these corridors, street-level glass should be encouraged to promote retail activity.

Landscaped Corridors:

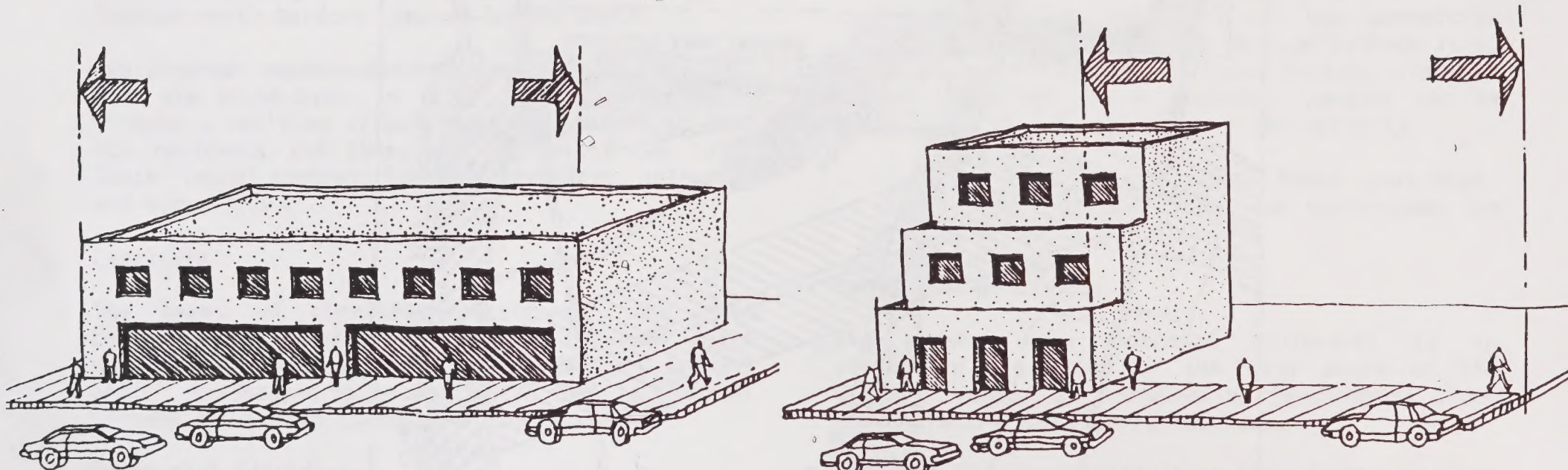
The purpose of landscaped boulevards is to strengthen the image of the City north of the Century Freeway by coordinating landscaping along MLK Boulevard and Imperial Highway.

Although it is recognized that City funding may not be immediately available to accomplish these public improvements, nonetheless they are set forth as programs which would greatly enhance these important thoroughfares. Should funding become available, it is recommended that MLK Boulevard be planted with



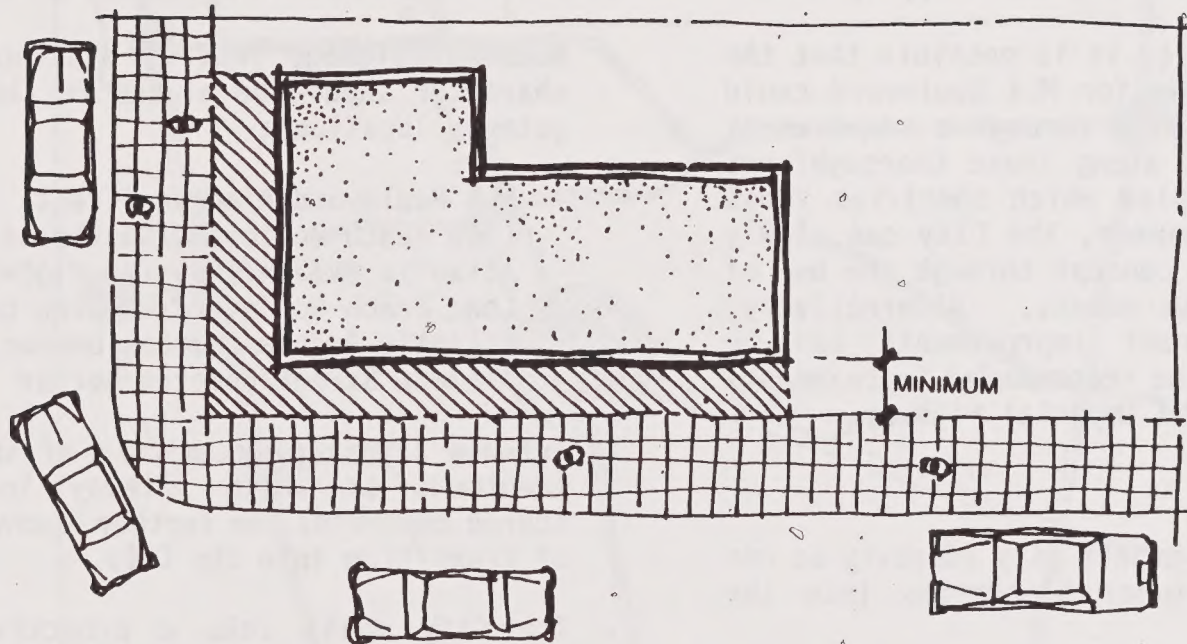
CORRIDORS

Maximum building facades should be built along street line.



MOST PREFERABLE

PREFERABLE



Minimum setbacks for high pedestrian areas shall be provided for street front commercial buildings.

two, tree-lined edges. It is also suggested that Imperial Highway be improved with a tree-lined center divider. Medians along Imperial Highway should be extensively landscaped with specimen size trees, drought-tolerant shrubs and ground covers, and stamped decorative concrete where appropriate.

Until funding is available, it is possible that the edge treatment recommended for MLK Boulevard could be implemented incrementally through a requirement that all new development along these thoroughfares conform to a landscape plan which specifies these improvements. In this manner, the City can slowly implement this landscape concept through the use of private development requirements. Alternatively, developer fees for street improvements can be imposed to help finance the recommended improvements for both MLK Boulevard and Imperial Highway.

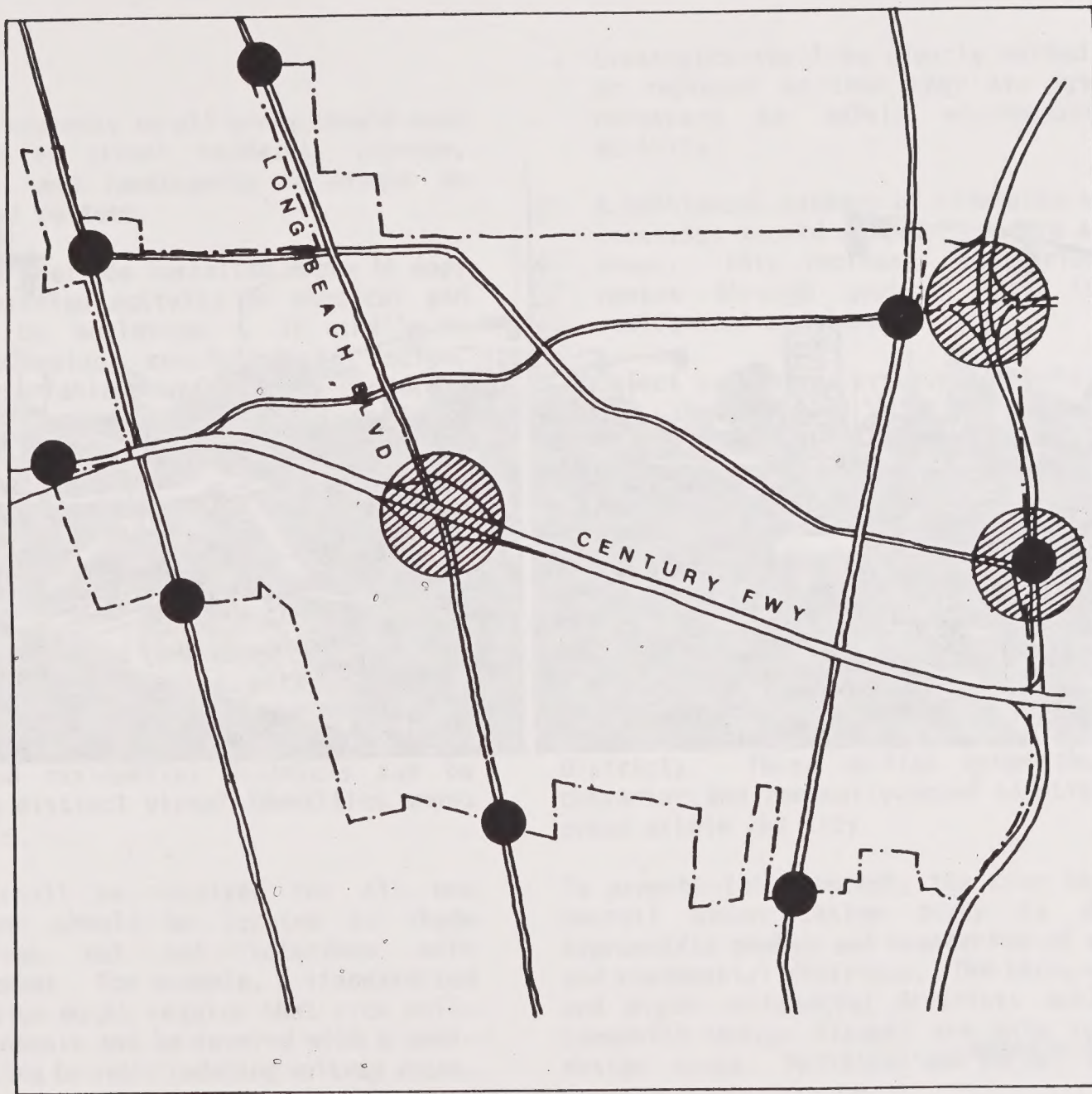
Gateways

Gateways are intended to create city identity as one enters across jurisdictional boundaries into the City.

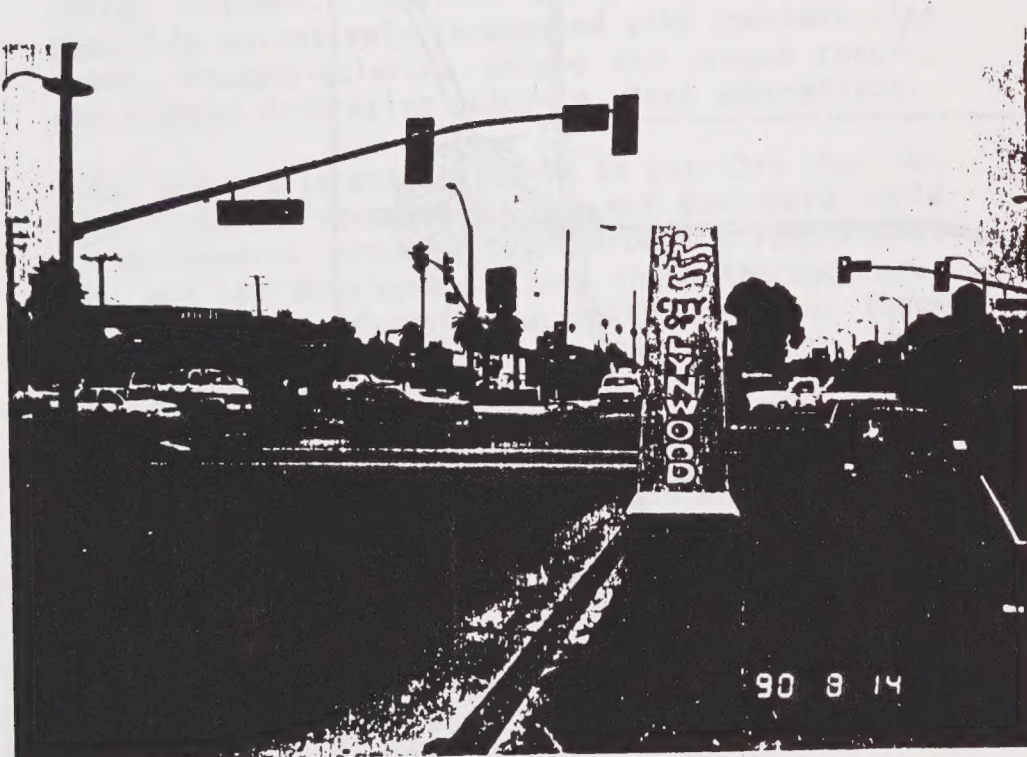
Currently, vague distinctions, if any, exist between Lynwood and its neighbors to the north (City of Southgate) and to the south (City of Compton). Similarly, although the transportation corridors of Alameda Street and the Long Beach Freeway create the western and eastern boundaries of the City, respectively, these barriers do not necessarily signal a jurisdictional transition.

While the City currently has identification signage at some major gateways, these signs are not easily noticeable. Consequently, the gateway signage should be monumental in design and placed at more strategically visible locations to serve as transitions between neighboring jurisdictions.

- Monument signage that is distinct in shape and character should be placed in the following six gateway locations:
 - MLK Boulevard/Alameda Street
 - Long Beach Boulevard/Southgate border
 - Atlantic Avenue/Imperial Highway
 - Long Beach Boulevard/Compton border
 - Atlantic Avenue/Compton border
 - Alameda Street/Compton border
- Intense landscaping and use of special pavement treatment at these gateway locations (e.g., scored concrete) can further accentuate the sense of transition into the City.
- The City shall take a proactive approach to coordinate with the California Department of Transportation (CalTrans) to ensure that freeway signage is adequate to mark passage through the City. Signage to be considered includes existing signage on the Long Beach Freeway which may require modification, as well as new signage planned for the soon-to-be completed Century Freeway.



GATEWAYS



Sample monument signage.

Streetscape

- Streetscape improvements in all areas should make coordinated use of street hardware, signage, lighting, trees, and landscaping to create an integrated visual pattern.
- Street furniture shall be installed where it does not impede pedestrian activity or physical and visual access to buildings. It shall be aesthetically pleasing, consistent in design, functional, comfortable, durable, and conducive to pedestrian activity. Street furniture shall include elements such as:
 - bus and pedestrian benches
 - trash receptacles
 - newspaper and bicycle racks
 - public telephones

Design standards should be developed so that new street furniture is standardized within activity nodes and residential districts. Variations in the types of street furniture and lighting among activity nodes and residential districts can be useful in creating distinct visual identities among nodes and districts.

- Street trees shall be required for all new developments and should be located to shade pedestrian areas but not interfere with pedestrian movement. For example, a standardized street tree design might require that tree wells cut into the sidewalk and be covered with a semi-circle iron grating to avoid reducing walkway areas.

- Crosswalks shall be clearly marked, maintained, or replaced so that they are appropriate and necessary to safely accommodate pedestrian activity.
- A continuous pathway of sidewalks and pedestrian crossings should be considered in all commercial areas. This includes pedestrian circulation routes through parking lots in retail or residential complexes.
- Select pedestrian crossings should be designated for demarkation with stamped concrete or decorative paving to enhance surveillance, control, and a sense of vitality associated with public streets.

8.3.2 Nodes and Districts

The purpose of activity nodes and residential districts is to ensure that new construction and the renovation of existing structures achieve a high level of architectural and site design quality which encourages a unified design theme within nodes and districts. These unified design themes will add character and community-based identity to distinct areas within the City.

To promote this concept, the City shall engage an overall urban design study to determine the appropriate number and boundaries of activity nodes and residential districts. The three activity nodes and eight residential districts outlined in this Community Design Element are only suggested urban design areas. Political and social considerations



Sample street tree configurations.

may require the delineation of different and/or additional boundaries.

The designation of activity nodes and residential districts provides excellent opportunities for promoting unique architectural themes which distinctively set apart these areas. For example, the Lynwood Towne Center node may present an opportunity for the historic Spanish architectural theme to be accented. Design elements such as arches, colonnades, heavy overhangs, tile treatments, interior plazas, and courtyards can be encouraged within this node to reinforce this Spanish style theme. The exterior finish of Spanish theme architecture is frequently stucco with white, sand, or brick as the dominant colors.

The identification of specific architectural themes for nodes and districts should be done with input from the relevant community to ensure that the themes selected are reflective of the area character which the citizens of these areas wish to project.

Within activity nodes, the general focus of the urban design plan shall be traffic and circulation; building massing and orientation; internal pedestrian connections; and parking and access. Other items to aid in the visual improvement of activity nodes include lighting, signage, modifications to building facades, long range planning of public facilities, street furniture, and landscape enhancement. Design plans for residential districts will consider landscaping, design guidelines which are reflective of neighborhood

character, and "defensible space" standards which enhance security and liveability.

8.3.3 Design Guidelines.

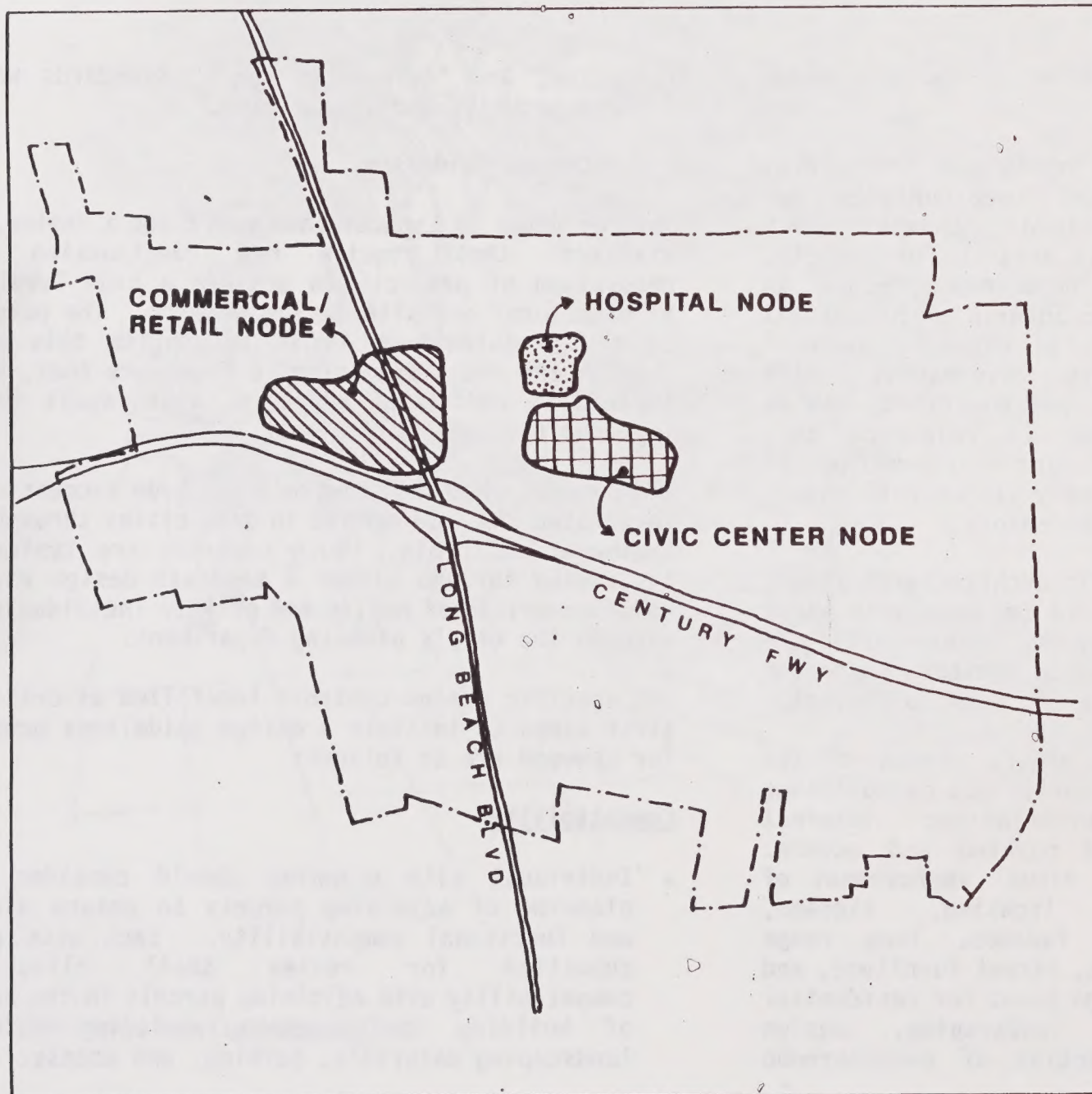
The residents of Lynwood have expressed a desire for standards that require new construction and renovation of projects to achieve a high level of architectural and site design quality. The purpose of design guidelines is to accomplish this goal through the establishment of a framework that, when applied to individual projects, will result in an improved physical environment.

The concept of design controls has been successfully formulated and implemented in many cities throughout Southern California. Such controls are typically instituted through either a separate design review board comprised of public and private individuals or through the city's planning department.

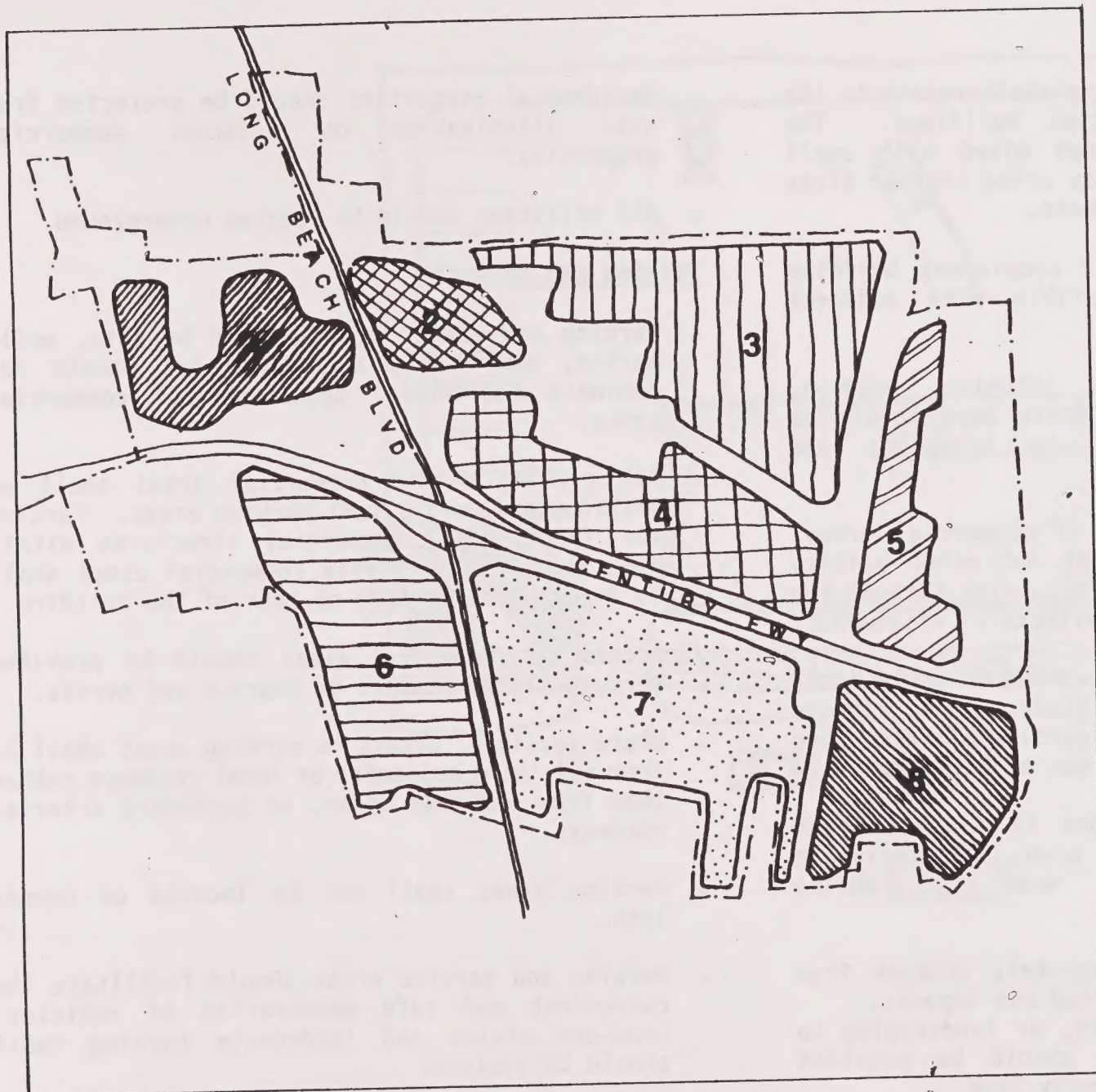
The specific design controls identified as critical first steps to initiate a design guidelines program for Lynwood are as follows:

Compatibility

- Individual site planning should consider the planning of adjoining parcels to ensure visual and functional compatibility. Each site plan submitted for review shall illustrate compatibility with adjoining parcels in the areas of building configuration, building design, landscaping materials, parking, and access.



ACTIVITY NODES

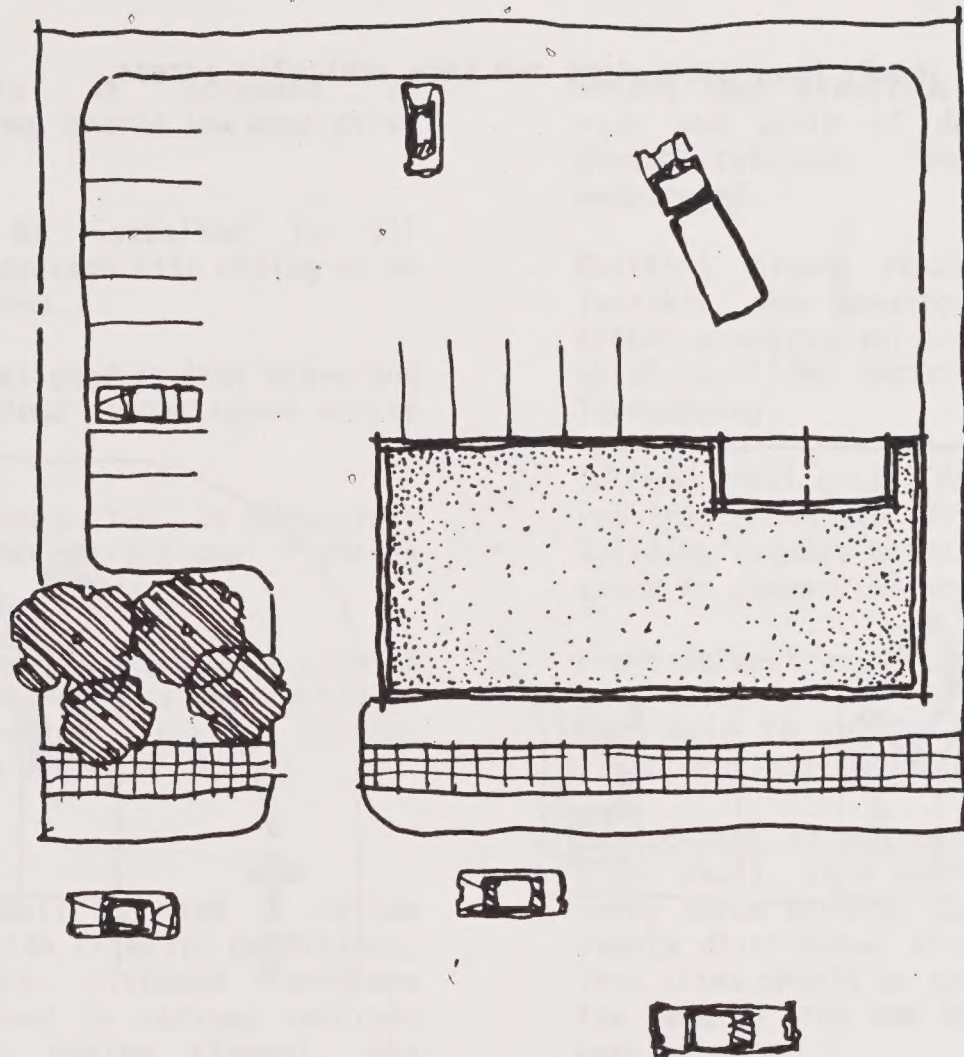


RESIDENTIAL DISTRICTS

- Elements of building massing shall relate to the size and shape of adjacent buildings. The contrast of large buildings mixed with small buildings can be softened by using similar sizes and shapes of massing elements.
- Roofs and rooflines should complement building proportions and be compatible with adjacent structures.
- Undesirable uses such as shipping, loading, storage areas, and auto repair bays should be hidden from the street by buildings and landscaping.
- To enhance the aesthetics of commercial areas, rooftop mechanical equipment and other utility equipment should be hidden from view through the use of screens or other architectural treatments.
- Auxiliary structures such as trash enclosures, electrical transformers, kiosks, and storage buildings shall be located outside of front yard areas or adjacent to the sides of buildings.
- Where commercial development is planned which would abut a residential area, the following improvements shall be made to ensure compatibility:
 - Structures shall be adequately setback from the rear yard to avoid land use impacts.
 - Decorative fencing, walls, or landscaping to screen commercial uses should be provided along the adjoining property line.
- Residential properties should be protected from site illumination on adjacent commercial properties.
- All utilities should be located underground.

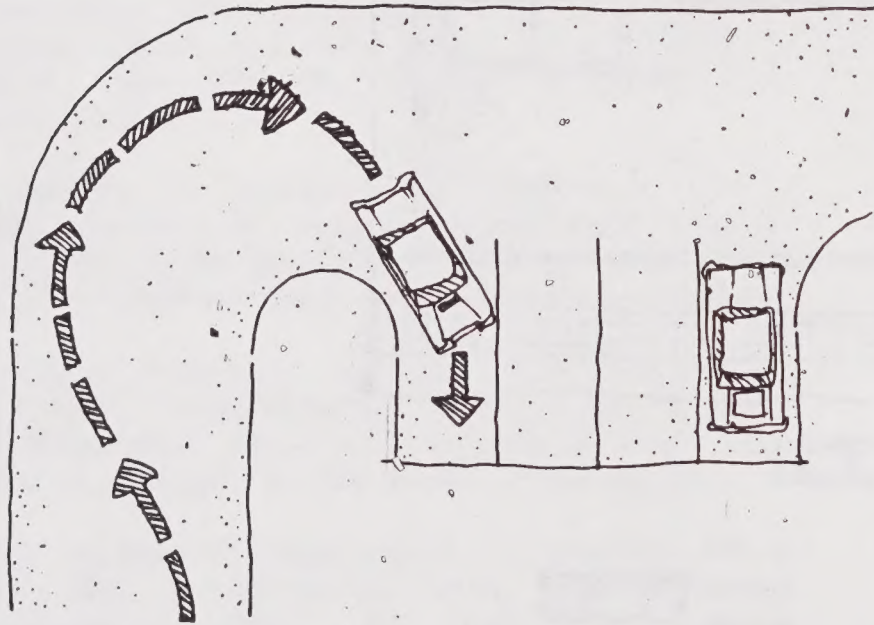
Parking and Access:

- Parking and access areas should be safe, well-marked, and easily accessible but should not dominate the visual appearance of commercial areas.
- All parking within commercial areas shall be within paved, off-street parking areas. Parking for freestanding commercial structures within high pedestrian activity commercial areas shall be located to the side or rear of the building.
- Access to commercial areas should be provided through minimum points of ingress and egress.
- Where feasible, access to parking areas shall be from adjoining collector or local roadways rather than from primary, major, or secondary arterial roadways.
- Parking areas shall not be located on corner lots.
- Parking and service areas should facilitate the convenient and safe maneuvering of vehicles. Dead-end aisles and inadequate turning radii should be avoided.

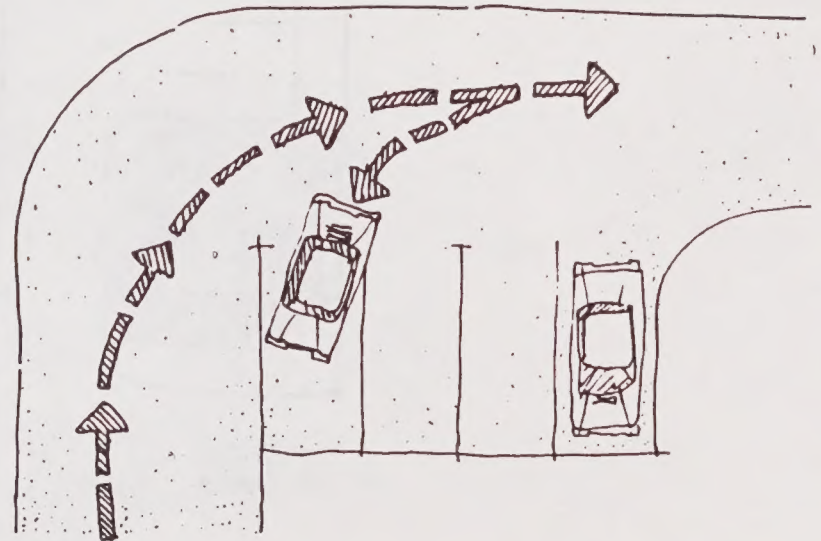


Undersirable uses should be hidden from the street.

Parking and service areas should have convenient and safe vehicular access.



PREFERABLE



LEAST PREFERABLE

- Parking areas should be screened by earthmounding, landscaping, and/or low decorative walls.
- Bicycle racks shall be installed in all commercial centers to encourage bike riding as an alternative means of travel.
- Parking areas shall be designed so that storm and surface water do not become concentrated across sidewalks.
- All commercial parking areas shall be adequately lighted through the use of directional lighting structures.
- Decorative paving, such as stamped and colored concrete, should be encouraged, particularly for pedestrian paths in parking areas to provide visual relief from large areas of asphalt.

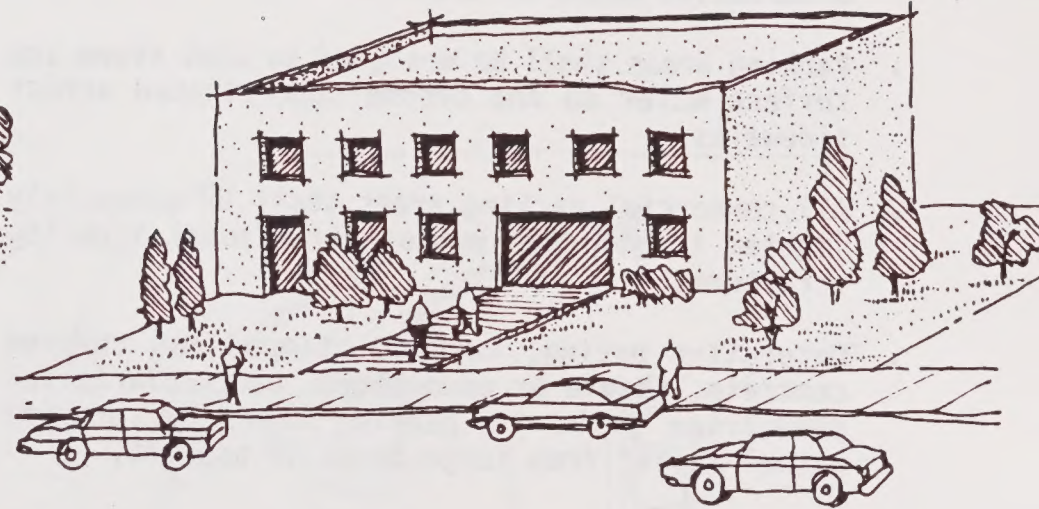
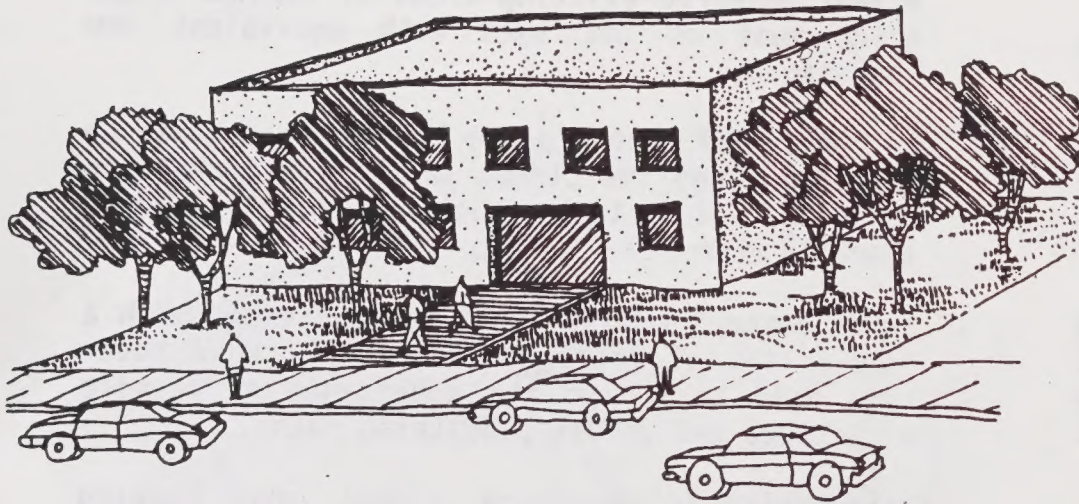
Landscaping:

In general, landscaping shall be used to soften building forms, modify on-site climatic conditions, and define the site area. Although landscape treatments have been included in various sections throughout this Community Design Element, the following landscape recommendations shall serve as planning guidelines for specific projects which may be presented for design review.

- Minimum landscape improvements should be required for each new development. However, landscape specifications should be flexible enough to

ensure that plantings are consistent with the size and scale of development. The use of drought-tolerant landscaping materials is encouraged.

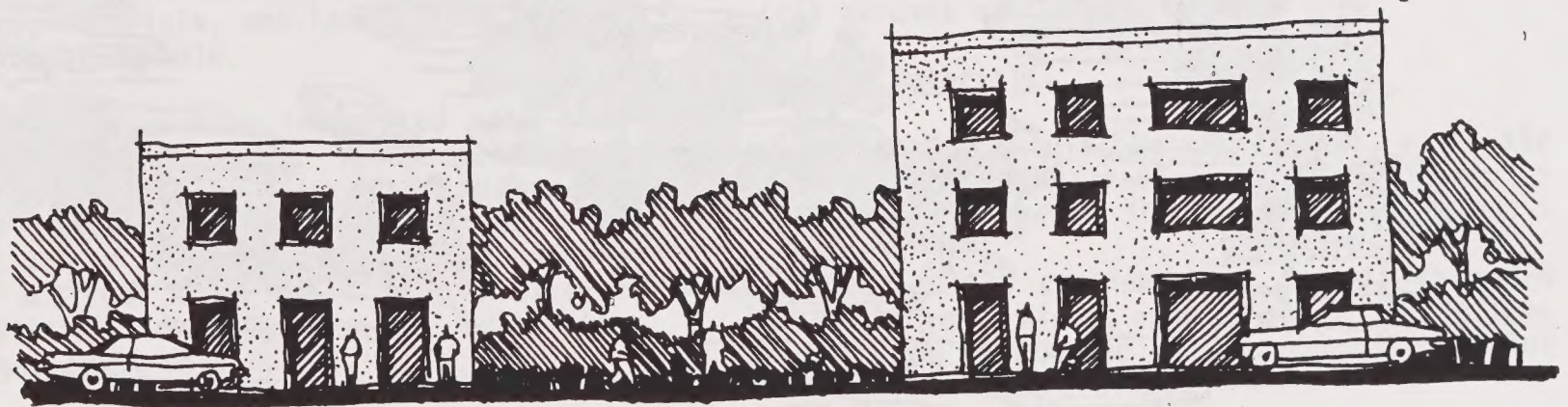
- Existing trees should be maintained where feasible. New development should be required to either preserve existing trees or replace trees which must be destroyed with equivalent new landscaping.
- In commercial areas, dense landscaping should be required along the street in the spaces between building facades to maximize the amount of green space in commercial areas.
- Front setback areas should be landscaped with a combination of trees, shrubs, and ground cover that help to soften the appearance of on-site structures and define pedestrian paths.
- Landscaping in uncovered, street level parking areas shall, at a minimum, include one tree per every three parking spaces. The trees shall be evenly distributed throughout the parking area. Tree sizes should be consistent with the scale of the parking area and should screen and shade the parking area.
- All landscaped areas shall be regularly maintained and watered by an automatic irrigation system.



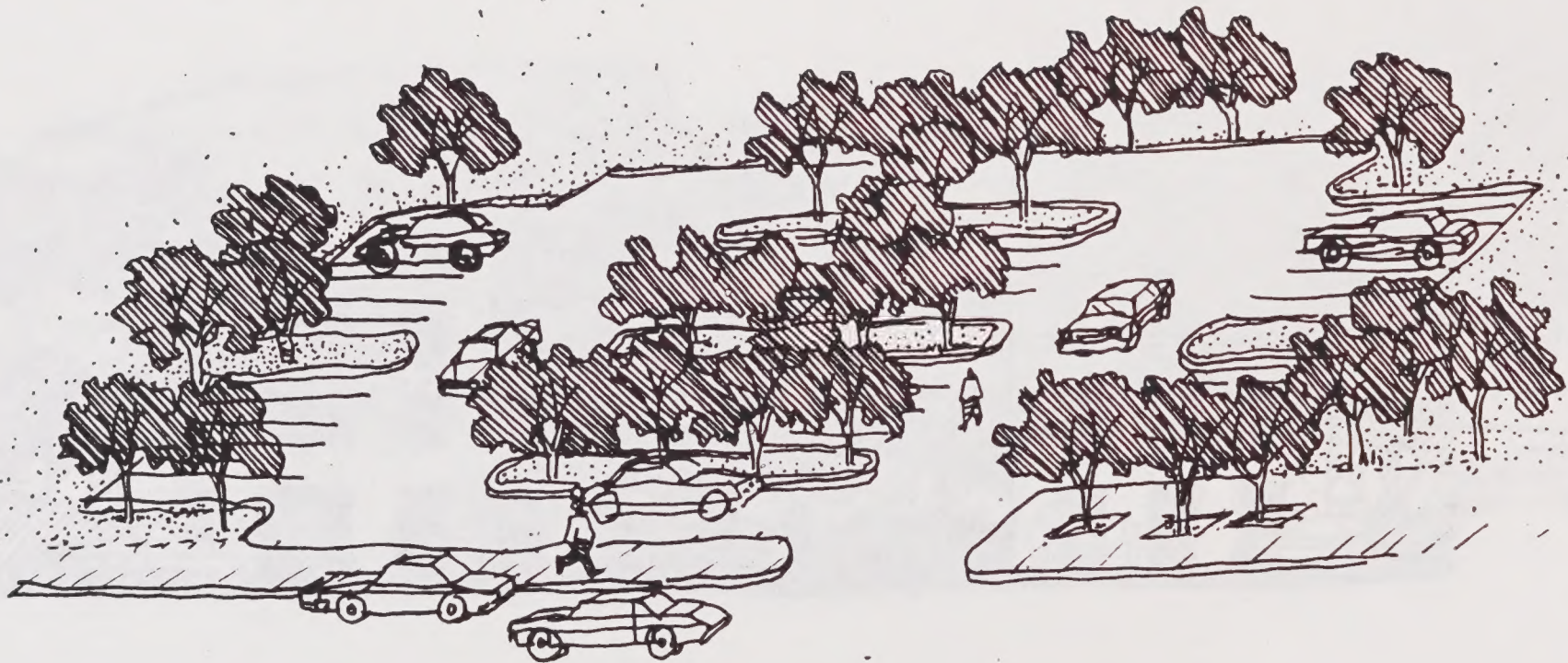
PREFERABLE

LEAST PREFERABLE

Landscape improvements should be tailored to meet the size and scale of development.



Landscaping between building facades should be encouraged.



Substantial landscaping in parking areas shall be required.

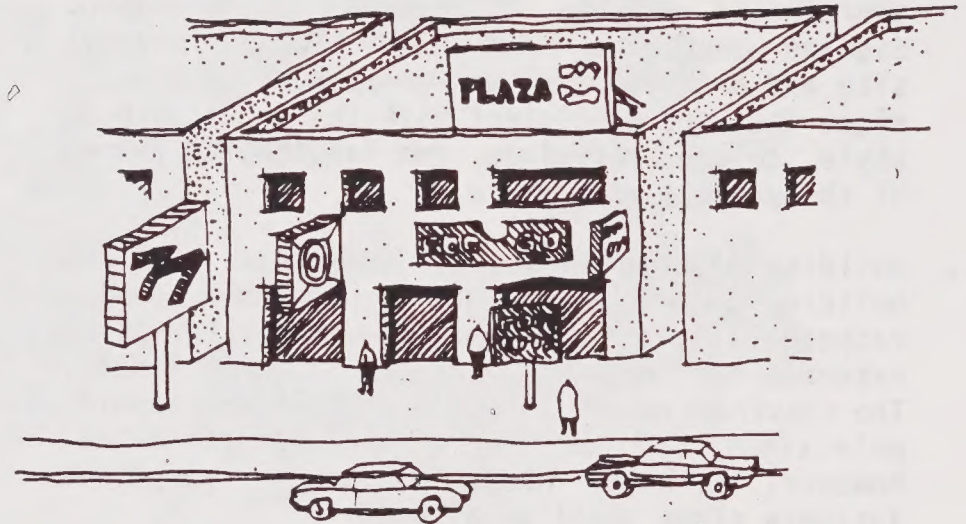
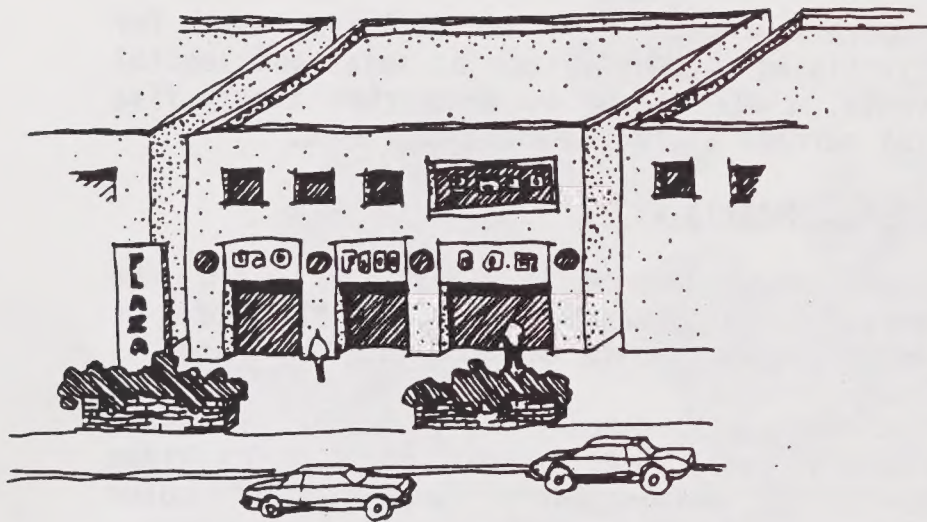
Signage:

- The City shall prepare a City-wide public signage master plan. This should include specifications for design (size, color, materials, logo, etc.) and locations. It is intended that signage provide an attractive, well-designed, and coordinated system of public information. Signage should be integrated into the overall site and architectural design process to provide signs that are consistent with the architectural style, colors, materials, and landscaping themes of the project as a whole.
- Building signage should be integrated into the building facade design and/or landscape design rather than placed on the tops of buildings or extended horizontally from the building facade. The construction of new billboards, free-standing pole signs, and roof signs shall be prohibited. However, building identification or corporate insignia signs shall be allowed.
- Flashing, blinking, rotating, animated neon signs, or exposed tubing signs shall be prohibited. Appropriate illumination levels shall be maintained in all signage.
- Standardized street address numbers, at least four inches high, shall be required for all new commercial projects. The location of the street address numbers shall be legible to both pedestrians and motorists.

- All signs should be placed so that they do not adversely impact views or adjacent residences.
- The use of signs in residential neighborhoods, other than those necessary for the sale or rental of property, public information, or political campaigns shall be prohibited.
- Temporary window signs on buildings used for advertising purposes, such as sales and special events, shall occupy no more than twenty-five (25) percent of the total window area.

Colors and Materials:

- Colors used should be consistent with the architectural characteristics of the node or district within which the building is located.
- Earthtones with complementary accents in muted shades of reds, blues, greens, grays, and yellows should be encouraged. Monochromatic color schemes should be avoided.
- Materials used in commercial construction shall have textured surfaces such as split-face block, stucco, and facade brick.
- Excessive use of smooth surface materials such as metal, plastic, and glass should be discouraged or off-set by overhangs or architectural projections.



PREFERABLE

LEAST PREFERABLE

Building signage should be integrated in the facade and/or landscape design.

Projections:

- The use of architectural treatments such as projections and recesses should enhance commercial building facades by providing variety and relief to long, linear building frontages.
- Building entrances and windows should be enhanced by canopies, balconies, or other architectural details that complement the building design.
- Buildings should provide weather protective overhangs at outdoor pedestrian areas and at building entrances.

Lighting:

- Lighting shall be integrated architecturally throughout each new project to enhance security, surveillance, and identification for both pedestrians and motorists.
- Lighting intended to aid pedestrians should be provided at a pedestrian scale and mounted on overhangs, walls, or poles at a level which meets the needs of pedestrians.

Appendix "A" Demographics

City of Lynwood

APPENDIX A - DEMOGRAPHICS

The demographic overview for the City of Lynwood is based on 1970 and 1980 U.S. Census data and current estimates from the Los Angeles County Population and Housing Reports and Urban Decision Systems (UDS) demographic trends and projections.

Projections for future community growth generally rely upon the total increase in population and demographic characteristics of the population such as household size, age, and workers per household. Population growth is a function of both natural increases through births and through migration into an area. Migration is dependent on a wide variety of factors including current and anticipated economic conditions, allowed land uses, service capacities, and the difficult-to-quantify "quality of life." In addition, migration is frequently a function of the dynamics of growth within a larger geographic area or economic region.

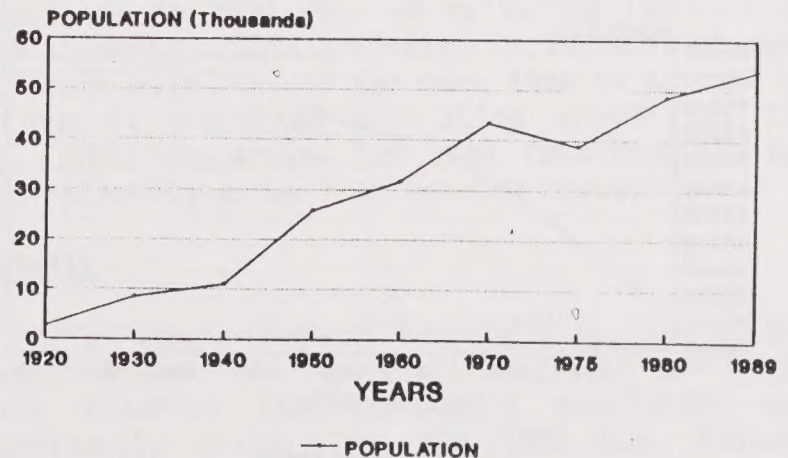
Population

The City of Lynwood experienced a decrease in population during the late 1960's through the early 1970's. Many Lynwood families who could afford to do so moved to outlying suburban areas to escape congestion and the encroachment of large industrial complexes into urban residential areas such as Lynwood.

Equally important, many of Lynwood's white population left in search of a more homogeneous

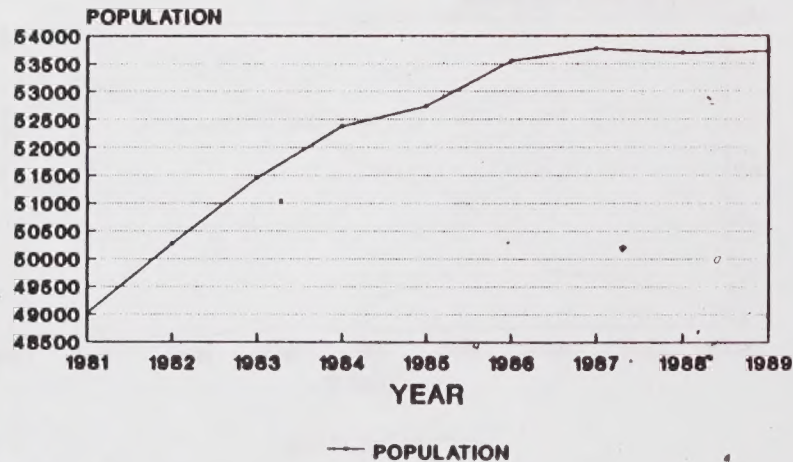
environment and to avoid the emerging racial integration of the City. This so-called "white flight" was largely responsible for a decline in the City's population to a low of 38,771 in 1974. Since that time, population has steadily grown in the City. However, the new people choosing to locate in Lynwood since the mid-1970's has changed dramatically the age structure and racial composition of the community.

LYNWOOD POPULATION 1920 - 1989

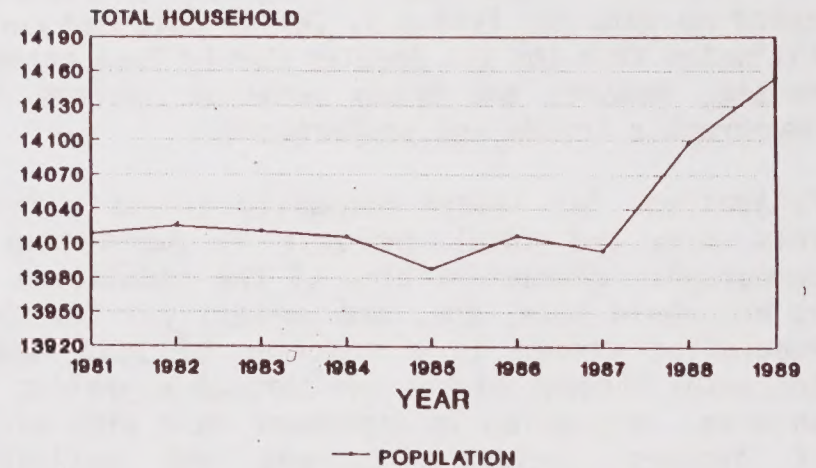


Los Angeles County Population and Housing estimates produced by the California Department of Finance as of January 1, 1989 show Lynwood's population at 53,714 persons. U.S. Census figures show that between 1970 and 1980, Lynwood's population increased from 43,353 to 48,289 persons. This represents an increase of approximately 11.4 percent during this first ten year period. Estimated population growth between 1980 and 1989 shows a similar increase of 11.2 percent, or 5,425 persons, while the number of households increased by 135. During this same period, the County of Los Angeles experienced a significantly larger increase in estimated population, or 15.7 percent.

LYNWOOD POPULATION 1981 - 1989



HOUSEHOLD GROWTH 1981 - 1989



As was predicted in the 1984 Housing Element, Lynwood's population is projected to remain relatively static in the future. UDS projections to 1994 estimate only a slight increase in population. As indicated above, there has been a slowing of growth in Lynwood during the past several years and a visible slowdown in growth in contrast to county-wide growth projections.

One serious caveat must be noted with respect to the accuracy of 1980 census-based information and projections. It is quite possible that the total population is significantly larger than is represented by this statistical data. This is due in part to the large number of Spanish/Hispanic persons who may have been undercounted during the

1980 Census. Consequently, the actual population within the City may be significantly higher than census figures indicated.

Age Distribution

The population characteristics by age show that Lynwood's population is considerably younger than that of the greater region. Conversely, the City has a very small population of elderly residents. The City's current population is characterized by young families as evidenced by the large number of persons under the age of 13 and a similarly large number of persons between the ages of 25 and 44. UDS estimates for 1989 show that 37.4 percent of the population is between the ages of 0 and 13, while 32.3 percent of the population is between the ages of 25 and 44. Projections for 1994 show a continuation of the trend in the decline of median age from 30.2 years in 1970, 24.1 years in 1980, to 20.4 years in 1994. Los Angeles County figures are significantly different with respect to median age with a 1980 median age of 29.8 years and a projected 1994 median age within the county of 32.6 years. Not surprisingly, the number of older persons in Lynwood is less than that found county-wide. Lynwood had 10.3 percent of its population over the age of 65 according to the 1970 U.S. Census. That figure dropped to 6.9 percent by the 1980 Census and is projected to decline to only 5.3 percent of the population by 1994. This represents a projected 21.9 percent decline in this segment of the population from 3,370 elderly residents in 1980 to an estimated 1994 figure of 2,631 persons. In contrast, the 1980 elderly population within the

county was 9.9 percent of the total county population and is expected to rise to 10.9 percent by 1994.

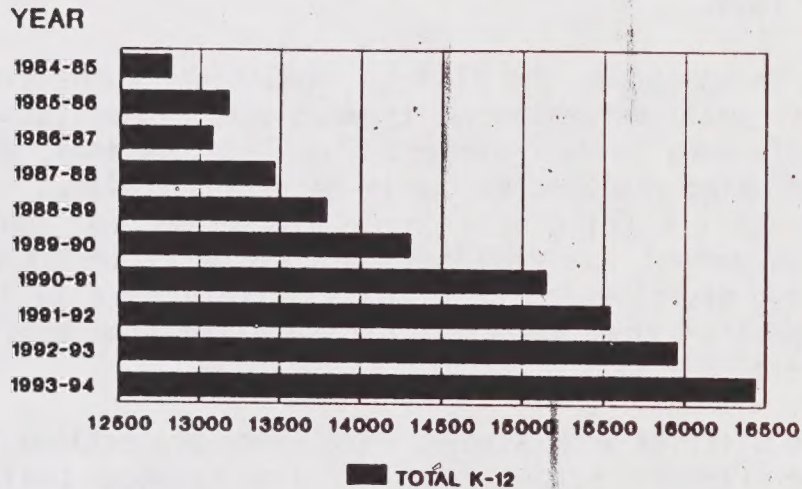
As shown above, the elderly population represents a very small percentage of Lynwood's total population. While many retired seniors have left the area, many are being replaced by the in-migration families with school age children. Since elementary and junior high school age children comprise the largest age group distribution (6-13 years) within the City, the impact of this age group is being felt the most by the public school system in the City.

The district-wide student enrollment projections for the 1988-89 school year in the Lynwood Unified School District show 13,790. Between the school year 1987-88 to 1988-89, there has been an approximate 5.3 percent increase in student enrollment, or 711 new students. Five-year projections to 1994 show an estimated increase of 2,649 students. This projected increase in student enrollment will account for more than 50 percent of the overall projected population growth for the City. This projection has vast ramifications for school planning as well as housing needs.

Ethnicity

The racial composition of Lynwood's population has changed dramatically since the 1970's when the census reported that Lynwood's population was predominantly white. By the 1980 U.S. Census, Lynwood's ethnic population was distributed as follows: white, 60.8 percent; black, 35.4 percent;

1988 - 1989
ENROLLMENT PROJECTIONS 1984 TO 1994



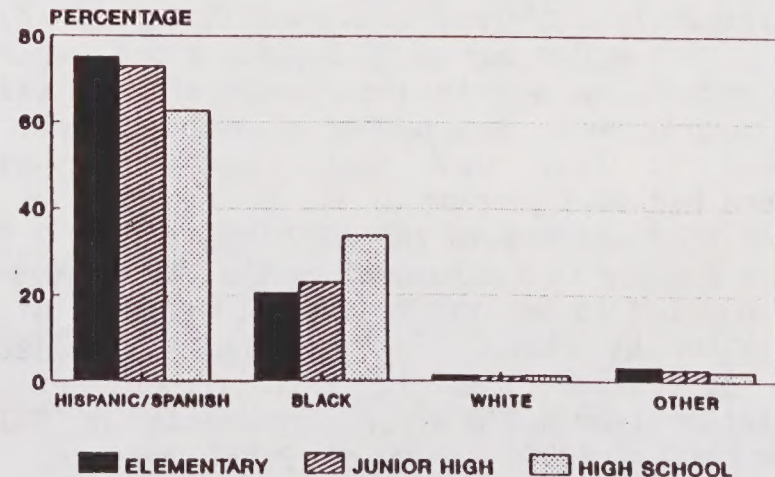
USING 1983-87 FACTORS

and Spanish/Hispanic, 43.1 percent. Figures exceed 100 percent in that Spanish/Hispanic persons may be counted under both categories of white and Spanish/Hispanic. These figures may not accurately reflect the true ethnic composition of the City due to the possible undercounting of Spanish/Hispanic persons during the 1980 Census count.

The 1989 estimates of ethnic distribution based upon school enrollment are perhaps more reflective of the large Spanish/Hispanic population within the City than are census data: white, 1.4 percent; black, 23.7 percent; Spanish/Hispanic, 72.0 percent; American Indian, 0.3 percent; Asian, 0.5 percent; all others, 2.1 percent. One item should be noted,

however, with respect to the accuracy of these school enrollment figures as an indicator of City-wide ethnic distribution. Spanish/Hispanic families traditionally have larger average family sizes than other racial groups. Consequently, there may be a disproportionately large number of Spanish/Hispanic children within the Lynwood School District as compared to the actual numbers of Spanish/Hispanic families within the City population. Moreover, it is very likely that the older population is largely comprised of whites and non-Spanish/Hispanic households which do not include school age children. However, even considering this limitation, school data does provide some picture of ethnic composition within the City.

LYNWOOD UNIFIED SCHOOL DISTRICT
ETHNIC DISTRIBUTION OF STUDENTS



The dramatic increase in the numbers of blacks and Spanish/Hispanic residents within Lynwood will have a significant impact on the way in which the City must plan for the future. For example, as indicated previously, Spanish/Hispanic families typically have larger families than do other groups. This fact is reflected in the increase in average household size between 1981 and 1989. Consequently, the education and housing needs of the City have changed in light of these new demographic characteristics. Similarly, the higher unemployment rates and accompanying lower skill levels affecting these minority populations will impact the way in which the City shapes its plan for economic development.

In addition to increases in the black and Spanish/Hispanic population within Lynwood, the Asian/Pacific Islander population has been slowly increasing from 1.8 percent in 1980 to a 1989 projection of 2.5 percent. Although this ethnic group still comprises only a small portion of the City's population, there is a possibility that the number of Asian/Pacific Islander residents will grow in the City of Lynwood as the immigration of Asians into the region continues.

Household Characteristics

A household is defined as any group of related or unrelated persons living together in a residence. Information regarding the number of households within a community assists in identifying overcrowded conditions, evaluating present housing conditions, and determining housing needs for the future by focusing on any trends which require special consideration.

According to Department of Finance Population and Housing estimates and U.S. Census figures, there were approximately 14,000 households in Lynwood in 1980. According to 1989 Department of Finance estimates, Lynwood's population today contains 14,154 households which indicates only a slight increase in households over this nine-year period. However this same Department of Finance report indicates that there has been a 10.2 percent increase in household size since 1981. This increase can be accounted for in part by births. However, it is also possible that some of this increase in household size is the result of extended family occupancies and the greater acceptability of non-family members living together. In 1980, there were 3.38 persons per household. By 1989, that figure had increased to 3.73 persons per household. However, statistics do indicate a slight decrease in persons per household during the past two years. In contrast, the 1989 estimates for county-wide household size is 2.82 persons per household, a figure which is 24.5 percent less than Lynwood's numbers.

Not surprisingly, Lynwood shows a greater number of households with five or more persons that is seen county-wide. According to 1980 Census information, the percentage of 5+ person households was 25.3 percent in contrast to only 13.6 percent at the county level. Although the percentage of 5+ person households is declining at both the City and county levels, 1994 projections still show Lynwood as having greater percentages of large family households; 15.3 percent versus 9.1 percent. Current increases in household size suggest possible emerging conditions of overcrowding and substandard tenancies.

Another significant statistic regarding Lynwood's household composition is the large number of families headed by a single adult. In 1980, female-headed households with no spouse, and with children less than 18 years of age, accounted for 1,954 households. Male-headed households with no spouse, and with children less than 18 years of age accounted for 310 households. Often these single parent households have a greater need for child care services, recreational facilities, and other social services.

Income

Indicators of income are critical in assessing housing needs in terms of affordability. Income levels also show an area's purchasing power which impacts both retail and commercial sales activity with a community. The 1980 U.S. Census shows that the per capita income levels of Lynwood residents was substantially less than that found at the county level. These figures were \$4,926 and \$8,517 respectively in 1980. The 1989 estimates continue to show nearly a 40 percent gap in City versus county figures for per capita income. Lynwood residents earn \$8,689 per year compared to the county figures of \$14,313. Projections to 1994 show a continuation of this trend with the gap narrowing only slightly between \$10,902 for Lynwood and \$17,672 for the county.

The disparity in median household income in Lynwood as compared to the county is not quite as dramatic due in part to the larger average household size and the possibility that many of the higher earning households in Lynwood have at least two if not more wage-earning adults in residence. Median household

income in 1980 for Lynwood was \$15,155 and \$17,563 for the county. These figures reached \$26,274 according to 1989 estimates for Lynwood and \$30,214 for the county.

Perhaps the most revealing figure relating to the overall economic condition of Lynwood residents is the number of persons living below the median household income. State law creates four household income categories: "very Low", less than 50 percent of median; "low", 50 to 80 percent of median; "middle", 80 to 120 percent of median; and "upper", more than 120 percent of median. According to the 1988 Regional Housing Needs Assessment prepared by the Southern California Association of Governments, there were 6,654 low income households in Lynwood as of 1988. These numbers show that 47.2 percent of all Lynwood households can be categorized as low income. Of these low income households, over 53 percent are overpaying for shelter. This figure means that 25.2 percent of the total households in Lynwood are paying a disproportionately high percentage of their income, 30 percent or more, on housing. Not surprisingly, the overwhelming number of these low income households are renters.

Appendix "B"

Employment and Economic Activity

City of Lynwood

APPENDIX B - EMPLOYMENT AND ECONOMIC ACTIVITY

Although historically dominated by manufacturing and industrial activity, the economy of the City of Lynwood has recently experienced some expansion and diversification into other economic sectors, most notably the retail and service sectors. With this added diversity, the City's economy is influenced by a number of factors, many of which are beyond the City's control. These include the overall health of the regional economy which influences employment and wage levels and, indirectly, housing and retail activity. An additional external factor which has recently influenced the City's economy has been the Century Freeway (I-105) project. Finally, demographic changes have occurred which have affected the housing stock and retail sales in the City. While these factors had not been favorable in past years, the most recent performance of the City's economy has been more promising. The City has been actively involved in programs designed to stimulate and upgrade existing businesses as well as attract new business to the City.

To establish the background context for the economic development element of the City of Lynwood General Plan, the following sections examine the recent performance of the City's economy, employment trends, and City programs and resources available to support and enhance economic development in the City.

The Impact of the Century Freeway Project on the City of Lynwood

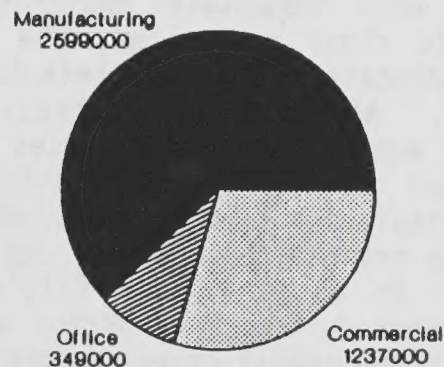
The Century Freeway project has been a major factor affecting economic activity in Lynwood. As properties were acquired for the freeway right-of-way during the early and mid 1980's, approximately 50 businesses were displaced. The displaced businesses represented approximately 10 percent of the City's current business base. Although these businesses were compensated and provided assistance to relocate their operations, the decision as to where to relocate was largely left to the individual business. Although exact statistics are not available, many of these businesses left Lynwood or discontinued their business operations. At the same time, by displacing a large number of housing units, the freeway project reduced the retail sales base in the City. As a result, the City's economic base slowly eroded during this period of freeway land acquisition and construction, a condition from which it is only now beginning to recover.

Economic Activity in the City of Lynwood

Current business activity in Lynwood is predominantly manufacturing uses. As shown in the following figure, approximately 2.6 million square feet, or 62 percent of the business square footage in the City is occupied by manufacturing activities. Light manufacturing and small module manufacturing uses consume approximately 62 percent of the total

manufacturing space. The remainder is comprised principally of warehousing, heavy manufacturing, and general manufacturing activities. There are two separate corridors in the City in which this activity generally takes place. These include the Alameda Street corridor located at the western boundary of the City and the Long Beach Freeway (I-710) corridor at the eastern border of the City.

City of Lynwood Business Mix, by square footage 1987



Source: Urban Decision Systems, 7/1/87.

Approximately 1.2 million square feet, or 30 percent of the business square footage in the City is occupied by commercial uses. The predominant use in this category is retail which comprises approximately 58 percent of the total commercial uses. The remainder is occupied by restaurants and bars, automotive repair services, and general commercial activities. The City's primary retail

core is centrally located, anchored by the new Lynwood Towne Center. This shopping center is located at the intersection of the Century Freeway and Long Beach Boulevard and consists of approximately 77,000 square feet. Constructed in 1987-88 with the assistance and support of the City of Lynwood, the neighborhood shopping center is anchored by a supermarket and major drug store. While other retail centers are scattered throughout the City, these are generally smaller centers which service immediate neighborhoods. Additional strip commercial development is located along Long Beach Boulevard, Atlantic Avenue, and Martin Luther King Boulevard.

There is currently relatively little office development in the City. Office development encompasses approximately 350,000 square feet, or 8 percent of the total business square footage in the City. Of this total, 146,000 square feet, or 42 percent is in general office use while 111,000 square feet, or 32 percent is used for medical offices. The remainder is occupied by finance/insurance/real estate offices, and professional and business services. With the exception of a few mid-rise medical office buildings, office development in the City consists primarily of low rise (1 to 2 story) buildings concentrated in the vicinity of the St. Francis Medical Center.

Several indicators are available to measure current economic activity in the City. These include retail sales, real estate market conditions and building permit activity.

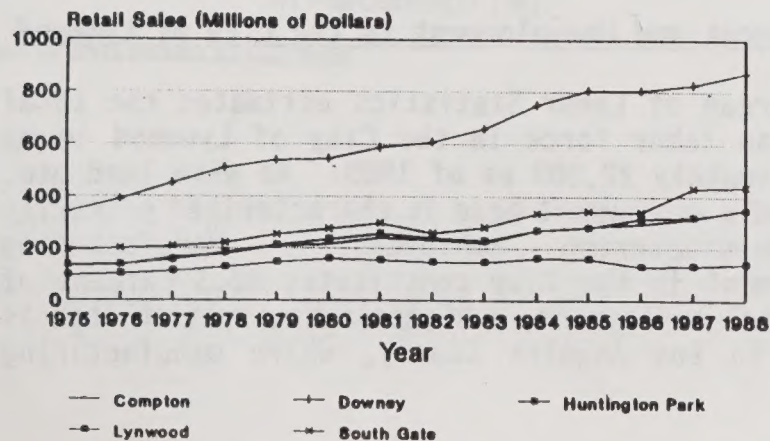
Retail Sales

After several years of decline, retail sales activity in the City of Lynwood apparently turned the corner in 1987. As shown in the following figure, total retail sales in the City declined significantly between 1984 and 1986. The nearly 20 percent decline experienced during this period is contrasted with retail sales volumes in surrounding communities which have generally increased steadily since 1984. While retail sales in all of these communities were affected by the recession conditions of 1981 to 1983, retail sales in the surrounding communities have since recovered to their previous levels while Lynwood sales have lagged. Since 1987, Lynwood sales have begun to recover, possibly due to the Lynwood Towne Center project and lessened impacts of the Century Freeway project as acquisition and construction have been completed.

Real Estate Market Conditions

As noted above, manufacturing represents the predominant land use in the City of Lynwood. The City is located within the Los Angeles-Central East market area for industrial development. This area is characterized by older industrial buildings and relatively slow industrial growth. It must compete with the Wilmington/Harbor, Long Beach, Carson/Compton, Gardena/Hawthorne, and Santa Ana Freeway Corridor markets for industrial development projects. In 1988, 178,000 square feet of new development was constructed in the Los Angeles-Central East market, significantly less than the 2,141,000 square feet constructed in the most active market in the area, Carson/Compton. However, several new industrial projects are underway or have recently been completed in the area, including the 88-acre South Gate Industrial Park complex in South Gate and the 300,000 square foot Century/Alameda Distribution Center in Lynwood.

Retail Sales
Lynwood and Surrounding Communities



The sale and leasing of existing facilities in the Los Angeles-Central East market were more promising than new development in 1988. Even though the Carson/Compton market experienced over 6.7 million square feet of sales and lease activity during that year, transactions involving 1,815,000 square feet in the Los Angeles-Central East market helped this market to rank third behind Carson/Compton and the Santa Ana Freeway Corridor (East) in annual sales and lease activity. Monthly lease rates in the Los Angeles-Central East market are among the lowest in the area (30 to 45 cents per square foot compared to

32 to 65 cents in Carson/Compton and 35 to 65 cents in the Santa Ana Freeway Corridor).

The Los Angeles-Central East market area is also experiencing a vacancy rate of approximately 8 percent while the current vacancy rate for the Carson/Compton market is approximately 11 percent.

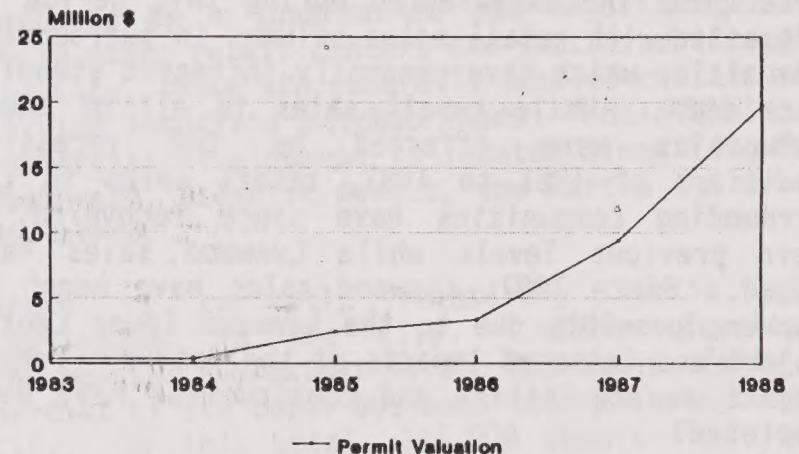
Overall, given the competitive market conditions and the availability of new space in the region, the near-term market for additional industrial development in the Los Angeles-Central East market is considered limited. However, the outlook might improve with the increased visibility and accessibility to the area which could occur with the completion of the Century Freeway. This project will link Lynwood with Los Angeles International Airport via an interchange at Long Beach Boulevard. Accessibility in the area will also be improved with the completion of the Century and Long Beach Light Rail Lines. The Century Line will directly serve Lynwood with a station at Long Beach Boulevard.

Building Permit Activity

Since 1983, the value of building permit activity for commercial development in the City has increased annually. In particular, through an examination of all new commercial construction and major renovation projects valued at \$100,000 or more, the following figure demonstrates that commercial permit activity has increased substantially in the past two years. Potential explanations for this increased activity include the economic recovery experienced by the manufacturing sector in 1987 and 1988, the

construction of the Lynwood Towne Center project during 1987-88, and reduced pace of Century Freeway property acquisition activity since 1985-86.

City of Lynwood Commercial/Industrial Permit Valuation



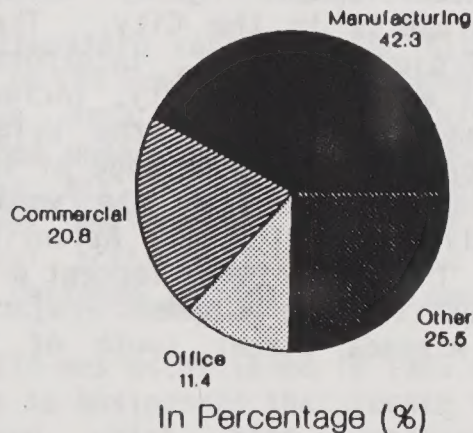
Source: Community Development Department

Employment and Unemployment in the City of Lynwood

The Bureau of Labor Statistics estimates the total civilian labor force in the City of Lynwood to be approximately 22,000 as of 1988. As with land use, Lynwood's employment base is characterized primarily by manufacturing employers. Manufacturing employment in the City constitutes 42.3 percent of the total employment, a higher concentration than is found in Los Angeles County, where manufacturing

employment constitutes 39.2 percent of the total. In contrast, office-related employment in the City constitutes only 11.4 percent of total employment, compared to 26.2 percent in the county.

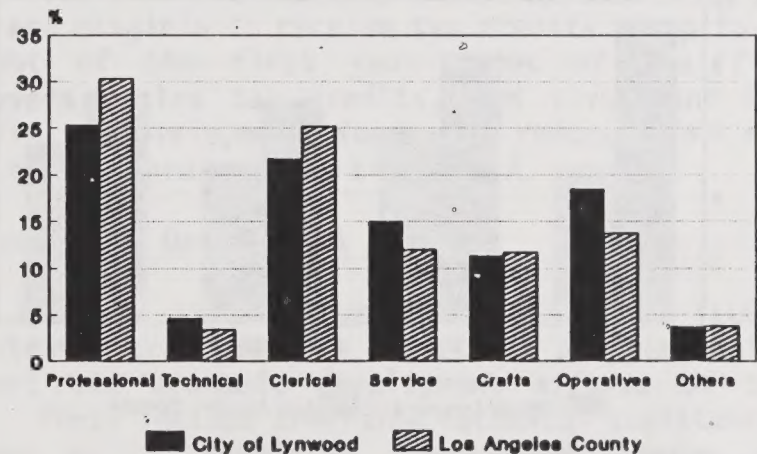
City of Lynwood Employment Mix, 1989



Source: Urban Decision Systems, 1/1/89.

Based on the heavy concentration of manufacturing employment, it is not surprising that the City has a lower proportion of managers/professional workers and clerical workers. The City also shows a higher proportion of service workers and operatives compared to county-wide averages.

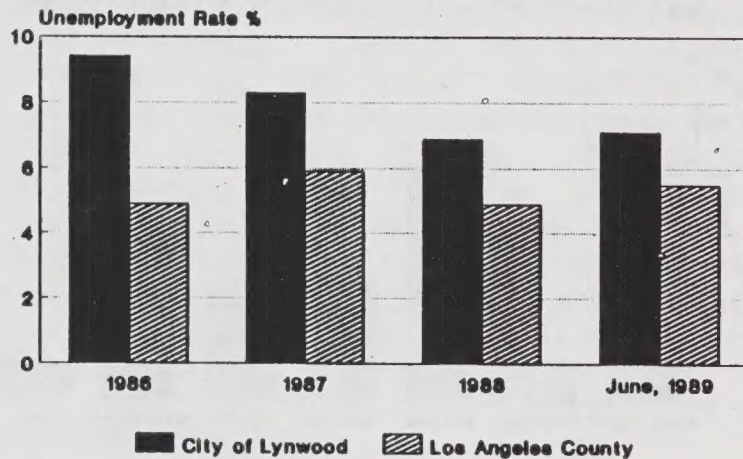
Distribution of Occupations Lynwood vs Los Angeles County, 1989



Source: Urban Decision Systems, 1/1/89

The City's unemployment rate has consistently exceeded the county-wide average. The City's unemployment rate has ranged from 1.6 to 4.3 percentage points higher than the county's rate since 1986, the first year for which City-wide data is available for Lynwood.

Unemployment Rate Lynwood vs Los Angeles County



Source: US Bureau of Labor Statistics

The major employers within the City of Lynwood include the St. Francis Medical Center, with 1,500 employees; the Lynwood Unified School District, with 1,100 employees; the Earle M. Jorgensen Company, with 400 employees; the West Tech Gear Company, with 230 employees; and the City of Lynwood, with 135 employees.

City Economic Development Programs

The City of Lynwood has been actively engaged in programs to attract and retain businesses and to provide opportunities for economic development within the City. These programs include redevelopment projects, economic incentive areas, and business assistance programs administered by the Lynwood Local Development Company.

Redevelopment Project Areas

The Lynwood Redevelopment Agency manages two redevelopment projects in the City. The first, designated as Project Area "A", incorporates the major commercial areas in the City, including the northwestern industrial sector, the Wright Road industrial sector at the eastern edge of the City, the Long Beach Boulevard corridor, the Lynwood Towne Center, Hospital/Civic Center, and Atlantic Avenue corridor areas. The second redevelopment project is the Alameda Industrial Redevelopment Project and is located along Alameda Street south of Imperial Highway.

These areas suffer from blighted conditions, including vacant and underdeveloped properties, obsolete and deteriorated structures, and a lack of adequate infrastructure, which severely limits development opportunities. While large numbers of underdeveloped properties exist within the project areas, development opportunities are often limited by land ownership patterns which are characterized by many small and irregularly shaped parcels.

The Lynwood Redevelopment Agency has assisted a number of individual projects within the redevelopment areas. The Agency can provide a variety of assistance to encourage private investment within these project areas. Some of the tools currently available include public investment in infrastructure and other capital improvements, assistance in assembling lots into sites suitable for development, land cost write-downs, and aid in financing off-site improvements.

Economic Incentive Areas

The northwestern sector of the City of Lynwood is located in the Greater Watts Economic and Employment Incentive Area (GWEEIA). This program was authorized under the 1985 Economic and Employment Incentive Act, a state law which established incentives designed to stimulate commercial and industrial activity and increase the hiring of workers residing in high unemployment areas.

The GWEEIA was established in 1986 and provides tax benefits to businesses that locate in the incentive area and which hire residents of nearby neighborhoods. These neighborhoods are designated as High Density Unemployment Areas (HDUA). The western part of the City of Lynwood, south of the Century Freeway, is a designated HDUA. Additional HDUAs are located west of Alameda Street in the City of Los Angeles and unincorporated Los Angeles County. Job training programs and facilities are located throughout the HDUA to provide residents with the skills necessary to take advantage of

employment opportunities created by growth in the GWEEIA.

The segment of Lynwood included in the GWEEIA is designated a Targeted Economic Development area (TED). A TED consists primarily of an industrial area, characterized by strips and blocks of underutilized and substandard industrial parcels. Many impediments to economic development have been identified in this area. The program is designed, in part, to correct these deficiencies. Businesses which locate in the GWEEIA and hire residents of the HDUA are eligible to receive tax credits of up to 50 percent of the first year wages of qualified employees, sales tax credits, and investment tax credits. Development fees are reduced for new construction projects in the GWEEIA.

Lynwood Local Development Company

The Lynwood Local Development Company (LLDC) operates several business assistance programs which support the economic development efforts of the City. These include providing technical assistance, acting as a revolving loan fund lender to businesses, offering rebates for rehabilitation projects, administering a community facade program, and assisting in expediting development approvals in the City. The City provides staffing and funding assistance to the LLDC.

Technical Assistance - The LLDC has contracted with the quasi-public Economic Development Corporation of Los Angeles County (EDC) for technical assistance services. The EDC

maintains a pool of consultants to provide technical assistance to businesses. The LLDC assists in providing this assistance to Lynwood businesses by subsidizing consultant costs up to \$2,000. While every business in the City is eligible for this assistance, the City targets businesses most in need of assistance through an outreach program.

Revolving Loan Fund - The LLDC serves as a business lender, administering a revolving loan fund of \$100,000. The LLDC makes small business loans at below market interest rates to a maximum of \$20,000. The loans are intended to support the expansion of local, small businesses to create new employment opportunities in the City. The revolving loan fund was capitalized by the City in 1986.

Rebate Program - This program provides a 30 percent rebate on labor and materials used during the rehabilitation of buildings in the City. This program is available to both building owners and tenants. Under this program, invoices and receipts specifically linked to a rehabilitation project can be submitted to the City for a 30 percent cash rebate. Rebates of up to \$15,000 are available to cover the cost of materials and labor. Materials-only rebates are available up to \$10,000.

Community Facade Program - The City, through the LLDC, operated a pilot program to assist businesses in upgrading community facades

during 1988. The program area included Long Beach Boulevard frontage from Imperial Highway to the Century Freeway. The goal was to target the three blocks adjacent to the Lynwood Towne Center. The program provided assistance to approximately six businesses, at an average of \$18,000 per project. Loans were offered at a six percent interest rate. The LLDC also provided staff assistance, subsidies, rebates and tenant improvement grants over the course of the project.

Development Permit Expediting - Additional assistance provided by the LLDC includes fast-tracking of development projects, compressing the permit approval process to a maximum of four weeks. This is implemented through an informal application process, with the understanding that approval of the project is not guaranteed.

Resources Available to Assist Economic Development in the City

The City of Lynwood is committed to supporting economic development and has funded the programs described in the preceding sections to the maximum extent possible. However, as a result of major changes in state and federal aid programs for cities in recent years, the City has been hard pressed to maintain existing levels of programs and services. Consequently, the City's capability to expand its support for economic development is extremely limited.

Municipal Revenues

Total City revenues and expenditures have grown from \$19.8 million in Fiscal Year 1986-87 to an estimated \$28.9 million in Fiscal Year 1989-90. The City derives revenues from many sources, including:

Property Taxes - The City receives approximately 19 percent of the one percent ad valorem tax levied on real property. This one percent rate is established by the state constitution and is allowed to rise only 2 percent per year under the formula established by Proposition 13, unless property is sold or improved in the interim.

Sales Taxes - The City receives one percent of the 6.75 percent sales tax collected on retail sales in Lynwood.

Motor Vehicle In-Lieu Tax - This tax is collected by the state from motor vehicle license fees and distributed to cities and counties using a population-based formula. The City receives approximately \$34 per capita annually from this source.

Fees and Charges for City Services - This source has become increasingly important in the past few years. As federal assistance to cities has declined, municipal services have been required to become increasingly more self-sustaining. Federal revenue sharing, which had steadily declined throughout the 1980's, was eliminated after the 1987-88

Fiscal Year. In anticipation of this complete phase-out, the City of Lynwood in 1986 undertook a major study of fee-financed services, including permit fees, inspection fees, sewer and water fees, and use fees for City facilities. This study concluded that these services were being subsidized by the general taxpayer at a rate of over \$6 million per year. In response, the City substantially revised its fee structure in 1987 to more equitably place the burden of such costs on those who receive specific services. As a result, revenues from fees for permits, inspections, and recreational facility use will increase from \$1.1 million in Fiscal Year 1986-87 to approximately \$1.5 million in Fiscal Year 1989-90. Sewer and water service charges have risen from \$2.3 million to an estimated \$3.3 million during that same period. Implementation of this revised fee structure allowed the City to overcome the loss of federal revenue sharing funds while maintaining City services at a constant level.

Revenues from Other Agencies - Even without revenue sharing, the City receives revenues from other federal programs, including Community Development Block Grants and Federal Aid to Urban Systems grants (used for transportation improvements); state sources, including cigarette taxes and gasoline taxes; and transfers of Los Angeles County funds,

including road improvement funds from County Supervisor Kenneth Hahn.

Special Assessments - The City levies special assessments to provide street lighting and landscaping maintenance services.

In summary, the principal sources of revenue for the City are property taxes, sales taxes, and motor vehicle in-lieu taxes, although these revenue sources have grown slowly and have recently been declining somewhat in importance. For example, in Fiscal Year 1989-90, these sources accounted for approximately 40 percent of total General Fund revenues. In contrast, these sources of revenue constituted over 50 percent of General Fund revenues as recently as Fiscal Year 1986-87. The difference is attributable to increased revenues from user fees and assessments and use of prior year allocations from the Community Development Block Grant program.

Economic Development Expenditures

City expenditures for economic development include several programs, including:

Community Promotion - This includes activities sponsored by the Community Affairs Commission, such as community forums, collection of historical artifacts, observance of the City anniversary of incorporation, graffiti removal and publication of the City newsletter. The budget for these activities has decreased dramatically from approximately \$100,000 annually between 1984 and 1986 to

approximately \$36,000 annually since 1987. However, the transfer of responsibility for graffiti removal to the Parks and Recreation Department in 1987 is primarily responsible for this budget decrease.

Business Improvement District - This district was established under state law governing parking and business improvement districts and provides programs of general interest to the community to promote Lynwood's business district. These include the 4th of July fireworks program, Christmas parade, various events during Black History Month and contributions to the Lynwood Chamber of Commerce. Revenues for this fund are derived from a 50 percent surcharge on business license fees. The Business Improvement District was established in 1986 and has operated on an annual budget of approximately \$85,000 since that time.

Community Development Department - This City department provides current and advanced planning services; administers the building and safety program; secures and administers housing and community development grants, including the Community Block Grant Program; and manages the City's code enforcement activities. In addition, the department serves as staff to the Lynwood Redevelopment Agency and the Lynwood Local Development Corporation. The divisions of this department which are primarily involved in economic development include:

HCDA Administration - This division administers all Community Development Block Grant-funded activities. Expenditures by this division have served as an indicator of development-supporting loan activity. Annual expenditures in this division have risen from approximately \$77,000 in 1984 to approximately \$250,000 in 1989. This increase has coincided with an increase in loan activity beginning in 1986, which has been funded by unused block grant funds from previous years.

Residential Rehabilitation - This division provides technical assistance and low-cost rehabilitation loans to residential property owners and technical support to the commercial rehabilitation activities of the Economic Development Division. In addition, this division is responsible for investigating landlord-tenant disputes and housing discrimination complaints. Finally, this division administers rental payment assistance programs and the production of government assisted low-income housing. The budget for this division has grown from \$93,000 in Fiscal Year 1984-85 to over \$360,000 in Fiscal Year 1989-90, reflecting increased activity under the City's Deferred Payment Loan Program amounting to over \$260,000 per year since 1986. This activity was funded by

using prior years' grant allocations from the federal Community Development Block Grant program.

Economic Development Division - This division provides technical and financial assistance to the local business community through a variety of activities designed to arrest the spread of blight in the City's commercial and manufacturing areas and expand employment opportunities for City residents. The Economic Development Division was established in 1985 and has seen its budget grow from approximately \$30,000 at the division's inception to over \$230,000 in Fiscal Year 1989-90. This increase is attributable to the provision of grants totalling over \$110,000 under the facade improvement program in 1987-88 and implementation of the rebate program and subsidized interest loans through the revolving loan fund beginning in 1988.

The City's Financial Picture

Even though the City has recently been able to increase its support of economic development and rehabilitation activity, these increased funding levels have been largely achieved through the use of previously allocated Community Development Block Grant funds and a reduction in fund surpluses carried forward from prior years. Since these sources are finite, the City's ability to continue

expanding its support for economic development is limited. With implementation of the new fee structure in 1987, City revenues have increased over \$1 million per year. However, these revenues have merely replaced eliminated federal sources of aid. While the City is more financially independent now, the revenues are inadequate to cover all the demands for City services. As a result, the City's fiscal posture remains tight. Even though revenues increased 10 percent from 1986 to 1988, expenditures grew approximately 12 percent during the same time period. The differential was covered by using reserve funds, which decreased from approximately \$5.9 million in Fiscal Year 1986-87 to approximately \$2.8 million by the end of Fiscal Year 1988-89. Although most of these funds were used for capital improvement projects and not for operations, the trend is nonetheless troubling, as many unmet needs continue to exist in the City. Overall, there is little room within the existing revenue and cost structure to expand economic development assistance in the City without identifying additional sources of revenue and/or shifting resources from other City programs.

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